

COMMERCIAL STATISTICS:

A DIGEST

OF THE

PRODUCTIVE RESOURCES, COMMERCIAL LEGISLATION

CUSTOMS TARIFFS,

NAVIGATION, PORT, AND QUARANTINE LAWS, AND CHARGES,

SHIPPING, IMPORTS AND EXPORTS,

AND

THE MONIES, WEIGHTS, AND MEASURES OF

ALL NATIONS.

INCLUDING ALL

British Commercial Treaties with Foreign States.

COLLECTED FROM AUTHENTIC RECORDS, AND CONSOLIDATED WITH ESPECIAL REFERENCE TO
BRITISH AND FOREIGN PRODUCTS, TRADE, AND NAVIGATION.

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CONTENTS OF VOLUME III.

SECTION XV.

AMERICA.

CHAP.	PAGE	CHAP.	PAGE
I. Configuration and Area of North America	1	MASSACHUSETTS, Manufactures of	68
— of British America	2	— Commerce of	80
— of the North West and Hudson Bay Territories, &c.	ib.	— Fisheries of	73
— of the United States	ib.	— Quarries and Minerals, Public Works, &c.	74
Mountainous elevation of the various States	3	— Revenue, Expenditure, Public Debt, &c., of	76
Valleys, Rivers, and Lakes of North America	6	— Insurance Companies in	7F
Great Lakes of Canada, and the United States	7	— Banks of (eleven Tables)	
Animals, birds, reptiles, and fishes, of America	9	— Capital invested in Bank Stock at Boston	
North American Forests	10	— Savings' Bank of, in 1843	
II. Extension of Territory, Area and Progress of the Population of the United States	13	— Principal Commercial and Manufacturing Cities and Towns in	ib.
Population Returns by Census of 1830 and 1840—Numerical increase, and per centage Ratio of Increase in Ten Years, in each State and Territory (Tables I. to IV.)	17	— Commerce and Navigation of Boston (various Tables)	ib.
Population of Cities and Towns, arranged by Professor Tucker (three Tables)	21	5. RHODE ISLAND	120
Population of each State and Territory, exhibited by six enumerations in fifty years, with decennial Rate of Increase for the same period	24	Finances, Revenue, and Expenditure of the State in 1843—4	125
Number of Emigrants who have arrived in the United States from 1831 to 1840, inclusive	26	— Commerce of, from 1791 to 1844	126
Increase of Population in the Atlantic and Western Slaveholding and Non-Slaveholding States compared	29	— Fisheries of	ib.
Distribution and Occupations of the Industrious Classes in the United States (various Tables)	31	— Principal Seaports and Towns in	12
III. Description and Statistics of each of the United States of America	35	6. CONNECTICUT, Live Stock, Agricultural Produce, &c. &c.	129
1. MAINE, Agricultural Produce, 1840	37	— Finances of, for 1842-43	132
— Manufactures of	38	— Commerce of, from 1791 to 1844	133
— Religious Denominations in, and Banks, and Public Works of	39	— Principal Seaports, and Towns in	ib.
— Public Debt of	40	7. NEW YORK, General Statistics of, i. e. Surface, Population, Soil, Products, Rivers, Lakes, &c. &c.	140
— Commerce and Navigation of	41	New York, Trade and Manufactures of	142
— Principal Seaports and Towns	43	— Schools, Religious Professions, and Public Works	143
— Trade, &c., of the Ports of	49	— Finances, Real and Personal Property, Population, State Debt, and Receipts and Expenditure of (various Tables)	144
2. NEW HAMPSHIRE, Commerce and Navigation of	55	— Banks of (various Tables)	151
— Principal Towns in	58	— Principal Commercial and Manufacturing Cities and Towns in the State of	158
3. VERMONT, Commerce of, from 1791 to 1843	63	— Trade and Navigation of the Port of (eleven Tables)	175
— Principal Towns in	64	— Marine Insurances	187
4. MASSACHUSETTS, Education, State Institutions, &c. &c.	67	— Auctions, Sales, and Commissions	186
		8. NEW JERSEY, General Statistics of	193
		— Finances, Debt, Public Works, &c., of	195
		— Trade and Commerce of 1791 to 1843	196
		— Principal Ports and Towns in	ib.
		9. PENNSYLVANIA, Soil and Climate, Minerals, &c. &c.	199
		— Trade and Manufactures of, and Education in	201
		— Religious Denominations in, and Public Works of	
		— Public Debt, and Finances of	

CONTENTS.

MAP.	PAGE
PENNSYLVANIA, Resources and Credit of	204
— Navigation and Trade of (various Tables)	209
— Principal Seaports and Towns	220
— Port and Trade Regulations at Philadelphia	222
— Principal Seaports and Towns	225
10. DELAWARE, Population, Soil, and Agricultural Products	228
Trade, Manufactures, &c. &c.	229
— Principal Towns in	230
— Finances and Foreign Commerce of, 1791 to 1844	231
II. SOUTHERN ATLANTIC STATES.	
1. MARYLAND, Population, Soil, Agricultural Products, &c.	232
— Trade and Manufactures	233
— Education, Banks, Public Works, &c.	234
— Principal Towns of	235
— Commercial Regulations of Baltimore	237
— Commerce of Baltimore	241
— Commerce of Maryland, from 1790 to 1844	243
— Public Debt of	244
— Official Statement of Finances for 1842 and 1843	ib.
2. COLUMBIA, Population, Trade, Manufactures, and General Statistics of	246
3. VIRGINIA, Population of	251
— Soil, Agricultural Products, &c.	252
— Trades and Manufactures of	253
— Education, Banks, and Public Works	254
— Principal Seaports and Towns	ib.
— Finances of	257
— Trade and Navigation	ib.
— Commerce of, from 1789 to 1843	262
4. NORTH CAROLINA, Population, Soil, &c. &c.	263
— Trade and Manufactures, Banks, and Public Works of	265
— Principal Towns and Seaports	266
— Foreign Commerce from 1791 to 1844	267
5. SOUTH CAROLINA, Population, Soil, Products, &c. &c.	268
— Banks, Trade, and Manufactures of	269
— Finances of	270
— Principal Seaports and Towns	271
— Foreign Commerce of, from 1791 to 1844	275
6. GEORGIA, Population, Soil, and Agricultural Productions	276
— Trades and Manufactures, &c. &c.	277
— Principal Seaports and Towns of	278
— Foreign Commerce of, from 1791 to 1844	280
7. FLORIDA, Population, Soil, Harbours, and Productions, &c., of	281
— Trades and Manufactures, Public Works, &c.	282
— Principal Seaports, and Towns of	ib.
— Foreign Trade of, from 1821 to 1843	286
8. ALABAMA, Population, Soil, and Productions of	287

CHAP.	PAGE
ALABAMA, Trade and Manufactures, &c. &c., of	288
— Banks, Public Works, and Finances of	289
— Commerce of, from 1818 to 1844	ib.
— Principal Towns of	290
— Cotton Crop of South Alabama, from 1818 to 1844	ib.
— Export Cotton Trade of Mobile	291
— Commercial Regulations of ditto	292
— Tariff of Charges adopted by the Steam Cotton Presses at Mobile	294
9. MISSISSIPPI, Population, Soil, Products, and Trade, &c., of	295
— Manufactures, Banks, and Public Works of	296
— Principal Towns of	ib.
— Finances of	297
10. LOUISIANA, Population, Soil, and Productions, &c., of	298
— Trade, Manufactures, Banks, and Public Works of	299
— Principal Seaports and Towns of	ib.
— Trade Regulations of New Orleans	301
— Foreign Trade and Commerce of, from 1804 to 1844	308
— Navigation and Trade of New Orleans (twelve Tables)	ib.
— Finances of	316
III. WESTERN STATES.	
1. ARKANSAS, Population, Soil, Products, Trade and Manufactures, &c., &c., of	317
2. TENNESSEE, Population, Soil, &c., &c., of	318
— Trade and Manufactures, &c., of	320
— Banks and Public Works of	321
— Principal Towns of	ib.
— Finances of, for 1843	322
3. KENTUCKY, Population, Soil, Productions, &c., of	323
— Trade and Manufactures, &c., of	324
— Principal Towns of	325
4. MISSOURI, Population, Soil, Products, &c., of	326
— Trade and Manufactures, &c., of	328
— Finances of	331
5. ILLINOIS, Population, Soil, Productions, &c., of	332
— Trade and Manufactures, &c., of	333
— Banks and Public Works of	334
— Principal Towns of	338
— Finances of	339
6. INDIANA, Population, Soil, and Productions of	340
— Trade and Manufactures of	342
— Banks, Public Works, and Chief Towns of	343
— Finances of	344
7. OHIO, Population, Soil, &c., &c., of	345
— Manufactures, &c., &c., of	347
— Principal Towns of	348
— Finances of	353
8. MICHIGAN, Population, Soil, &c. of	354
— Productions, Trades, and Manufactures of	356
— Banks, Public Works, and Chief Towns of	357
— Finances of	359

CONTENTS.

CHAP.	PAGE	CHAP.	PAGE
9. WISCONSIN, Population, Soil, and Productions of	360	Mackarel Fishery of the United States...	506
— Manufactures and Public Works, &c.....	362	Lake and River Fishery of the United States	508
• INDIANA, OR WESTERN TERRITORY	363	X. Whale Fishery of the United States.....	511
— Table of the Number and Condition of the several Tribes in the Indian Territory of the United States, east of the Rocky Mountains.....	365	Outfits of Whale Ships.....	519
• LOWER TERRITORY, General Statistics of	366	Shipping engaged in, and Progress of, the United States Whale Fishery at Various Periods up to 1843, inclusive (thirteen tables)	520
MANDAN ditto, ditto	367	American System of Whale Fishing.....	526
OREGON ditto, ditto	368	Law relative to American Vessels engaged in the Whale Fishery	535
IV.—Mineral Riches of the United States	372	XI.—British Whale Fishery (nine Tables) ...	536
Produce of Mines in the United States (various Tables)	378	Manufactures of the United States	541
V.—Produce of the Forests, and Timber Trade	396	XII.—Rise and Progress of the Cotton Manufacture	547
VI.—Agriculture and Agricultural Products of the United States	402	Exports of Domestic Manufactures of Cotton from the United States to Various Countries from 1826 to 1843 ..	551
Progress of Agricultural Improvement... ..	410	Imports of Certain Manufactures into the United States from England, from 1821 to 1844	558
Culture of Wheat, and other Grain, for Food	413	Exports of Plain and Printed Calicoes from England, during the Years 1830 to 1841, to the British and Foreign West Indies and to the United States..	559
Calculation and Estimates of Production of Wheat, and other Bread-stuff Grains, as bearing upon Consumption in, and Exportation from, the United States (various Tables)	421	Value of Exports of Domestic Cotton Goods, from 1826 to 1844.....	560
Provisions and Live Stock exported	430	Value of Cotton Goods imported into the United States from 1821 to 1844 inclusive	ib.
Pork Trade of Cincinnati	431	Woollen Manufactures of the United States	ib.
Cultivation of Sugar in the United States (various Tables)	434	Silk Manufacture of the United States...	563
Tobacco Culture	442	Manufacture of Flax and Hemp in the United States	565
Manufacture of Tobacco in the United States	447	Leather Manufacture of the United States	567
Statements relative to the Exports of Tobacco, Snuff, &c., from the United States, from 1821 to 1840 inclusive ..	448	Manufactures of Iron and other Metals ..	571
Consumption of Tobacco in Great Britain, and Quantities of the same exported in various years to England	449	Manufactures of Miscellaneous Articles, viz. Buttons and Combs.....	573
Exports of Tobacco from the United States to all Countries, during 1842 and 1843.....	450	— Carriages, Lead, Soap, and Candles ..	574
VII.—Growth and Produce of Cotton Wool in the United States (four Tables).....	ib.	— Paper, Cabinet Ware, and Clocks.....	575
Early Imports of American Cotton, from the United States to England.....	465	— Glass.....	576
Exports of Cotton Wool from the United States to all Countries during 1842 and 1843	467	— Spirits, Chemical Produce, and Salt Manufacture of the United States (various Tables)	579
Growth of Silk in the United States.....	ib.	Tabular Statement of the United States --Manufactures in 1840	587
Growth of Hemp and Flax ditto	470	Value of Cottons, Woollens, Silks, Linens, Hardwares, Earthenware, &c., Wines, Spirits, Teas, &c. imported into the United States in each year, from 1821 to 1844	593
VIII.—Fisheries of North America — Newfoundland Fisheries	473	Value of Various Manufactures, exported from the United States in each year, from 1827 to 1840.....	594
Houses and Food of the Newfoundland Fishermen	481	Value of the above exported during 1841-1842, and first nine months of 1843.....	595
Labrador Fishery	488	XIV. Internal Navigation of the United States	596
Nova Scotia, Cape Breton, and St. Lawrence Fisheries.....	490	Rivers of the United States.....	597
Bay de Chaleur Fisheries.....	491	Rivers of British America.....	613
Gulf of St. Lawrence Whale Fishery.....	ib.	XV. Canals and Railroads in the United States	615
Gaspé Fishing Company	494	Table of the Principal Railways in operation in the United States, in 1840	617
Fisheries of New Brunswick.....	498	Railways in Progress in the United States in 1840	618
IX. Fisheries of the United States.....	499	Number of Railways, Miles in Operation, and Total number of Miles, also Number of Locomotives, Cost, &c., up to 1840.....	ib.
Old Fishery of Massachusetts.....	501		
Quantities of Dried and Pickled Fish exported from 1791 to 1843.....	502		
Produce of United States Fisheries at Various Periods to 1843 inclusive (three tables).....	503		

CONTENTS.

CHAP.	PAGE	CHAP.	PAGE
Canals and Railroads in the New England States (various Tables)	619	XXI.—American Trade with the Prairies, and with Santa Fé	ib.
Canals and Railroads of New York (8 Tables)	626	XXII.—Coasting and Foreign Navigation and Trade of the United States	736
— of Pennsylvania	634	— Statement of the Tonnage of United States Shipping, employed in each year from 1790 to 1845 inclusive	740
Pennsylvanian State Canals	636	— Amount of Tonnage employed annually in the Foreign Trade, from 1821 to 1844	743
— Railways	638	— Tonnage of American Vessels employed in the Trade with Foreign Countries which entered and cleared at the Ports of the United States, distinguishing the Trade with each Country in each Year, from 1821 to 1831; and from 1835 to 1841	744
— Canals and Railways constructed by Companies	639	Coasting and Foreign Navigation, Official Statistical View of the Tonnage of American and Foreign Vessels arriving from, and departing to each Foreign Country during 1842-3-4	746
Cost, Revenue, and Expenditure of finished Lines of Canals and Railways in Pennsylvania	646	(See also Seventeen Additional Tables relative to the Tonnage of the United States which follow the above.)	
Canals and Railways in various other States of the Republic	647	XXIII.—Foreign Trade of the United States of America	755
XVI.—Internal Trade and Navigation of the United States	655	— Imports and Exports of the United States during the last fifty-five Years — Payments into the Treasury—and Costs of collecting the Revenue	767
XVII.—American Steam Navigation, Trade of the River Hudson, Canals and Railways	659	— Imports into the United States from 1st Oct. 1795 to 30th Sept. 1844	768
Carrying Trade of the New York Canals (various Tables)	ib.	— Total Value of Domestic Exports from the United States to various Foreign Countries in each Year, from 1790 to 1844	769
XVIII.—Commerce of the American Lakes	674	— Recapitulation of the Navigation and Trade of the United States	770
— Canal and Steamboat Statistics relative thereto	675	— Commerce and Navigation of the United States, from 1830 to 1840	ib.
Miscellaneous Statements of the Commerce, &c., of the American Towns on the Lakes	679	— Value of Cargoes carried by American and Foreign Vessels, &c. &c., in each Year, from 1821 to 1840	771
— Lake Tonnage	682	— Commerce of each State and Territory, from 1820 to 1831	772
— Lake Commerce of Cleveland, Ohio	ib.	— Imports of Tea, Coffee, and Sugar into the United States, from 1820 to 1844	773
— Canal Commerce of Cleveland (various Statements and Tables)	683	— Foreign Trade of each State and Territory in 1842-3-4	774
— Imports and Exports of Sandusky, Huron, and Milan (various Tables)	688	— Value of Principal Articles of Merchandise imported into the United States Annually, from 1821 to 1844 inclusive	776
— Shipping owned in the State of Michigan	690	— Value of Exports of the Growth, Produce, &c., of the United States in 1842, 1843, and 1844	778
— Imports into and Exports from Detroit to the Military Stations, on Lakes Huron and Michigan	ib.	— Total value of Imports from, and Exports to each Foreign Country in 1842, 1843, and 1844	779
— Lake Superior Copper Company	693	— Foreign Merchandise Exported from the United States to each Foreign Country in 1844	780
— Trade at Buffalo, Black Rock, and Oswego, from 1836 to 1844 inclusive	694	— Imports of Foreign Merchandise into the United States, distinguishing those Articles admitted free of Duty from such as pay <i>ad valorem</i> and Specific Duties	781
Trade between the Countries of the United States bordering the Lakes and the Canadas (various tables)	696		
— American wheat and other shipments by the Welland Canal to Canada	699		
— Progress of Toronto	700		
— Commerce of Hamilton Lake, Ontario	701		
— Tolls received on the Rideau and Ottawa Canals in the years from 1840 to 1843 inclusive	702		
— Amount of tonnage employed between the United States and the British Possessions in America	703		
XIX.—Commerce of the Mississippi and its Tributaries (various Statements and Tables)	704		
XX.—The American Fur Trade	711		
— Sales of skins by the Hudson's Bay Company in London	727		
— Quantities of the different kinds of Furs, imported into, exported from, and retained for Home consumption in the United Kingdom in each year, from 1831 to 1843 inclusive	ib.		
— Furs disposed of by the Russian Fur Company at Kiachta in 1839-40 and 41	730		

CHAP.	PAGE	CHAP.	PAGE
Value of leading Articles of Domestic Produce exported from the United States in 1844	782	Exports of Flour and Grain	843
Imports into the United States under the various Tariffs (nine Tables)	783	Exports of Agricultural Produce to Great Britain and all other Countries, in each year, from 1828 to 1844 inclusive	844
XXIV.—Navigation and Trade between the United States and the United Kingdom	795	Prices of Agricultural Produce in the leading Markets of the United States at various periods (ten Tables)	ib.
— Declared Value of British and Irish Produce and Manufactures Exported from the United Kingdom to the United States of America in each year, from 1805 to 1836	798	XXX.—Miscellaneous Statements relative to Minerals, Canals, Railroads, Trade, Sea Ports, and Port and other Charges	849
Navigation and Trade between Great Britain and the Old American Colonists, from 1697 to 1783	798	Miscellaneous Statements — Welland Canal Tolls—Legal Rates	854
— Official Value of the Trade between Great Britain and the United States in each year, from the Acknowledgment of their Independence to 1844	800	— Port Charges, &c., &c.	855
— Value of principal Articles of British and Irish Produce and Manufactures Exported to the United States from 1827 to 1832	801	— Return of British and Foreign Trade at Philadelphia in 1844	858
— Ditto ditto from 1833 to 1844	802	— Ditto ditto at Mobile for same period	859
— Principal Articles Imported from the United States into the United Kingdom, in each year, from 1833 to 1844 inclusive	803	— Ditto ditto at New York for same period	ib.
— Amount of Tonnage employed in the Trade between the United States and Great Britain, during Fourteen Years, ending Jan. 3, 1845	806	— Return of British Trade at New York during same period	860
Table of Annual Exports from Great Britain, exhibiting the proportion, sent in each Year, at various periods, to the United States	807	— Return of British and Foreign Trade at New Orleans, during same period	864
— Exports from Liverpool to the United States, from 1836 to 1843 inclusive	808	— Exports of Cotton and Tobacco from New Orleans	865
XXV.—Navigation and Trade between the United States and the British Possessions in North America and the West Indies (nine Tables)	ib.	— Statement of Sugar made in Louisiana, in 1844	866
Trade of the United States with the British East Indies	814	— New Orleans Cotton Press Charges	ib.
XXVI.—Trade between the United States and China (seventeen Tables)	815	— Cotton Crop of the United States for the Year ending August 31, 1845	867
XXVII.—Trade between the United States and the Foreign West Indies, Mexico, Central America, and the States of South America (twelve Tables)	827	— Ice Trade of the United States	869
XXVIII.—Trade of the United States with France (eight Tables)	835	— Progress of the New England Whale Fishery	871
Trade of the United States and the Continental Ports of Europe (exclusive of France)	839	— New South Wales and Van Dieman's Land Whale Fishery	872
Trade of the United States with the principal Commercial Cities of Western Europe during the Year 1843	840	— New Post Office Law	873
XXIX.—Miscellaneous Tables; comprising a Summary View of the principal Exports, and other Statements relative to the Trade of the United States	842	XXXI.—TRANSATLANTIC NAVIGATION	874
— Exports of Domestic Produce to all Countries	ib.	— Transatlantic Sailing Packets belonging to the Port of Philadelphia in 1841	878
— Recapitulation of Value of Agricultural Produce Exported from 1821 to 1845	ib.	— Ditto ditto between New York and Liverpool	879
		Passages made by the "Great Western," between April 1838, and July 1839	880
		Passages to and from Liverpool and Halifax, of the British and North American Royal Mail Steam-packets—1840 and 1842	882
		Marseilles, Hamburg, &c., &c., Lines of Packets	ib.
		Average Freights during the Summer of 1845	884
		Names and tonnage of the principal British and American Vessels which arrived at the Port of London from the United States, during the first Six Months of 1845	ib.
		British Navigation with the North American Colonies	887
		Cargoes from British North America	895
		XXXII.—Tariff and Customs Law of the United States (1842)	898
		Rate of Duties payable on the principal Articles imported into the United States from Great Britain, under the Tariff of 1842	917
		Cedant Tariff of Texas	918

CHAP.	PAGE	CHAP.	PAGE
Rates at which Foreign Money, or Currency, are taken at the Custom House, New York	920	Rates of Premium for Insurance against Fire, adopted by the New York Fire Insurance Companies	939
Tariffs allowed by Law, Fees of Office, &c.	921	Lighthouse Establishments in the United States	943
Statute Laws relating to Vessels,	ib.	XXXIV.—Currency and Banking Institutions of the United States of America	950
Canada Custom House Duties Circular	925	XXXV.—Moneys, Weights and Measures of the United States of America	1014
XXXIII.—Life, Fire, and Marine Assurances in the United States	926	XXXVI.—Mint of the United States	1022
Insurance Companies west of the Alleghenies	931	XXXVII.—Public Lands in the United States	1037
Assurances against Loss by Fire	932	XXXVIII.—Finances of the United States of America, from 1782 to 1845	1046
Rates of Premiums adopted by the Boston Marine Insurance Companies	933	XXXIX.—Debts and Finances of the Respective States	1070
Coastwise Risks, within the United States	935	XI.—TEXAS	1075
East Coast of South America, United States, and Europe	936	XLI.—Treaties of Commerce between the United States and Foreign States	1086
*(See also nine following Tables relative to Inward and Outward Risks.)		XLII.—Commercial Legislation of England and America	1094

SECTION XVI.

SPANISH AMERICAN REPUBLICS.

CHAP.	PAGE	CHAP.	PAGE
I.—Spanish Colonial Policy	1150	Navigation between the Government of the United States and the Governments of the Spanish American Republics	1191
II.—Divisions of Spanish America under the Monarchy	1153	XIII.—Customs Tariffs and Regulations of Mexico	1202
III.—Spanish American Republics	1157	XIV.—YUCATAN	1217
IV.—Mexico—Description and Natural Resources	1158	— Statistics of Yucatan	1218
V.—Territory—Population and Departments	1159	XV.—Agriculture, Trade, and Manufactures of Yucatan	1219
VI.—Configuration, Soil, and Climate	1161	XVI.—BRITISH HONDURAS	1221
VII.—Mexico Proper	1165	XVII.—Mahogany Cutting and Trade of Honduras	1223
VIII.—Revenue and Expenditure of Mexico	1167	XVIII.—THE MOSQUITO TERRITORY	1227
IX.—Agriculture of Mexico	1173	— Trade and Manufactures of	1232
X.—Manufactures	1178		
XI.—Commerce of Mexico	1181		
XII.—Treaties of Amity, Commerce, and			

CENTRAL AND SOUTH AMERICA.

CHAP.	PAGE	CHAP.	PAGE
I.—CENTRAL AMERICA: Geographical Position, Configuration, Climate, Population, Minerals, Forests, Wild Animals, Lakes, and Rivers	1233	XII.—CHILE, Situation, Rivers, Climate, &c. of	1264
II.—Harbours and Towns of Central America	1236	— Minerals, Population, and Towns of Chile	1265
Manufactures, Trade, and Navigation	1240	— Descriptive Sketches of Chile and Valparaiso, and Santiago copper mines	1266
III.—New Granada: general Description, Population, Manufactures, and Trade	1241	XIII.—PATAGONIA and the Southern Islands	1269
IV.—VENEZUELA: general Description	1244	XIV.—BUENOS AYRES, or Argentine Republic	1270
V.—GUAYANA	1247	— General Description of Buenos Ayres	1271
VI.—REPUBLIC OF ECUADOR	1249	— Manufactures and Trade	1275
VII.—PERU: Sketches of Soil and Climate	1251	XV.—THE REPUBLIC OF PARAGUAY	1276
VIII.—Agriculture and Live Stock of Peru	1253	— Population of Paraguay	1278
IX.—Manufactures, Trade, Government, &c.	1257	XVI.—MONTE VIDEO, or Uruguay	1279
X.—City of Lima, Calao, &c.	1258	— Agriculture of	1282
XI.—BOLIVIA: general Description, &c. ...	1261	XVII.—The Rivers Plata, Parana, Paraguay, Uruguay, and their Tributaries	ib.

SECTION XVII.

STATISTICS OF THE SPANISH REPUBLICS OF SOUTH AMERICA.

CHAP.	PAGE
I.—The Spanish Colonial System.....	1288
II.—Statistics of New Granada, Revenue, Tariff Duties and Regulations.....	1289
III.—Trade and Navigation of New Granada.....	1295
— Direct Trade of France with ...	1296
— Panama, State of Trade in 1845,	
Steam Navigation between Panama and Valparaiso.....	1298
IV.—Report on the Trade of Carthagena for three Years, ending the 31st of December, 1845.....	1299
— Imports and Exports of Santa Martha in 1845.....	1304
V.—Statistics of Venezuela.....	1305
VI.—Trade and Navigation of Venezuela.	1309
— Official Report on the Trade of Venezuela, 1845.....	1310
— General Trade of Venezuela with different Countries, 1842—4.....	1312
— General Exports, 1843—4.....	ib.
— Trade with France, 1842, 3, and 4	1313
VII.—British Consular Return of the Trade of Venezuela in 1844—5.....	1314
— Value of Imports into Venezuela from all Countries in the Year ending the 30th of June, 1845.....	1316
— Value of Exports from, for same period.....	1317
— Return of British and Foreign Navigation within the Consulate-General of Venezuela, and the several Amounts collected in the Ports of Venezuela, as Dues and Charges, during the Year ending the 30th of June, 1845.....	1319
— Trade of La Guayra.....	ib.
— Import and Export Trade of La Guayra, 1840 to 1844.....	1321
— Ditto for the Year 1845, compared with previous Year.....	1324
— Import and Export Trade of Angostura during the Year 1844...	1325
— Return of British and Foreign Trade at Maracaybo, during 1844..	1326

CHAP.	PAGE
VIII.—Customs Regulations, Tariff of Duties, and Finances of Venezuela	1327
VIII.—Maritime Trade of the Republic of Ecuador for the Year 1844.....	1330
IX.—Statistics of Peru.....	1331
— Trade and navigation of Peru (various statements relating to Imports and Exports from 1839 to 1844)	1332
— Customs Regulations and Tariff of Peru.....	1349
X.—Bolivian Tariff Duties and Trade...	1355
XI.—Statistics of Chile.....	1357
XII.—Trade and Navigation of Chile...	1359
— Shipments from England to Valparaiso during 1840.....	1360
— Market Prices of Agricultural Products &c., Stocks in Granary, &c., at Valparaiso, in 1845.....	1362
— British and Foreign Trade at Valparaiso during 1844.....	1363
— Navigation of Valparaiso in 1842	ib.
— British and Foreign Trade at the Ports within the Province of Concepcion, and at the Port of Coquimbo, during 1845.....	1364
— Chilean Trade with France in 1843	ib.
— Chilean Mines.....	1367
XIII.—Customs Regulations and Tariff of Chile.....	1369
XIV.—Statistics of Buenos Ayres.....	1380
— Trade of Buenos Ayres during 1842—3.....	1382
— State of Trade in May, 1844.....	1884
— Direct French Trade with Buenos Ayres.....	1385
— Customs Duties and Regulations	1386
XV.—Customs Regulations and Tariff of the Republic of Uruguay and Monte Video.....	1387
— Imports into, and Return of British and Foreign Trade with Monte Video, during 1835.....	1391
XVI.—Commercial Laws and Trade of Paraguay.....	1392
— Customs Law of Paraguay.....	1393



COMMERCIAL STATISTICS;

OR,

A DIGEST

OF THE

PRODUCTIVE RESOURCES, COMMERCIAL AND FINANCIAL

LEGISLATION, &c., OF ALL NATIONS

AMERICA.—SECTION. XVI.—UNITED STATES

CHAPTER I.

CONFIGURATION AND AREA OF NORTH AMERICA.

THE configuration of North America is even more diversified, by inlets of the sea, by islands, and by lakes, than Europe; while there is a remarkable similarity in the outlines of South America and of Africa.

North America is usually considered to include the countries, islands, inlets, and lakes, extending from New Granada in 9 deg. north latitude to the Arctic Sea, and from the Atlantic to the Pacific Ocean:

The territories, comprised within this great area, include Greenland, and the frozen regions; Labrador, and the vast country west of Hudson Bay, including Russian America; the Canadas, and the country called Columbia, claimed by Great Britain, west of the Rocky Mountains; the islands of Newfoundland, Cape Breton, Prince Edward, Anticosti, and Cuba; several minor islands lying off the coast of North America; Porto Rico, Hayti, and all the British and other West India islands, with the exception of Trinidad and the Dutch and other islands which lie off the coast of South America; Nova Scotia, and New Brunswick; the extensive territories comprised within, and appertaining to, the republics of the United States; Texas, and the states of the republic of Mexico, including Calif.

and Central America or Guatemala, which includes Panama, Costa Rica, Honduras, and the Mosquito country.

The Andes extend through Mexico, where their summits are far higher than those of the Alps, and through the territories of the United States, and of Great Britain, under the name of the Rocky Mountains; and divide the waters falling into the Pacific from those which fall into the Bay of Hudson, the St. Lawrence, the Atlantic, and the Gulf of Mexico. The Ozark range stretches parallel with, and nearly midway between, the Mississippi and Rocky Mountains. The Alleghanes, which Jefferson in his time designated the spine of the United States, divide the waters flowing into the Atlantic from those flowing north into the river St. Lawrence, and west into the Ohio and Mississippi, from the waters flowing south of Cape Gaspé into the Gulf of St. Lawrence, and from Nova Scotia to Carolina, into the Atlantic. These, with the ranges north of the St. Lawrence, form the great mountain regions of North America. With the moderate interruption of some highlands in Nova Scotia and Cape Breton, and the rocky cliffs and heights of Newfoundland, the foregoing mountains form the exceptions to the generally level, and undulating character of all America, north and east of Mexico.

The other great general features of North America are: the inlets of Hudson, Baffin, and other bays and inlets of the frozen regions; the gulf and estuaries of St. Lawrence; the bays of Chaleur, Fundy, Chesapeake, and the Mexican and Californian gulfs; the islands of Newfoundland, Anticosti, Cape Breton, Prince Edward, Long Island, and the West Indies; and those lying along the shores of the northern promontories, and peninsulas, of Greenland, Labrador, Nova Scotia, Florida, California, and the north-west coast of America; the five great lakes of Canada and the United States; the Great and Lesser Lakes of the northern territory; the St. Lawrence, Hudson, the Mississippi, and the numerous other great, and small rivers, which discharge their waters, not carried off by evaporation, into the Atlantic, Hudson Bay, the Arctic, or Pacific seas; the geological formation of the mountains, hills, great and lesser valleys, prairies, and alluvions; and the forest zone, or regions extending from within nine degrees north of the equator, to the northern limit of utter barrenness.

CONFIGURATION AND ASPECT OF THE TERRITORIES OF THE UNITED STATES.

THE land, along the whole sea coast of the United States, is generally low, level, or undulated, for some distance into the interior. This low or sea coast region is about fifty miles broad at the north-east extremity, and from thence widens, gradually, till it attains near 200 miles in the State of Georgia; beyond which line, the land gradually rises into hills and mountain ridges, which are more remarkable for their length and breadth, than their height; and whether,

in parallel ridges, or rising in isolated hills, the whole range with its numerous ramifications form Percé, near the mouth of the St. Lawrence, in the district of Gaspé, to where they disappear in the southern states, from the Alleghanys, called by the Indians the *Endless Mountains*. The general course of the Alleghanys, from their rise to the frontiers of British America, is about north-east and south-west. East of the Hudson they diverge, and spread, irregularly towards the south.

The range of the Rocky or Chippewayan Mountains are a continuation of the Andes, or Cordilleras of Mexico. Their western limit is considered to be about 112 deg. west longitude, and they terminate in about 70 deg. north latitude. The numerous ridges and ramifications of the Rocky Mountains occupy a breadth of from two to three hundred miles. Lewes says he saw their high snow-covered summits at a distance of one hundred and fifty miles. From the highest summits being covered with perpetual snow, they have been called the shining mountains. The Missouri and all the rivers falling into the Mississippi from the west, are supplied by the streams, and torrents, flowing from the Rocky Mountains. Along the Pacific there is a large, collateral range, extending from the Cape of California along the coast to Cook's Inlet, generally rising to no great height in the southern portion. In the northern part, Le Perouse states that this range rises to the height of ten thousand feet, and that its northern extremity, Mount Elias, is eighteen thousand feet high, and the loftiest peak of North America.

MOUNTAINOUS ELEVATION OF THE SEVERAL STATES.

NEW ENGLAND.—The White Mountains in New England are the principal ramifications running north-east and south-west, which diverge from the great Alleghany ridge. The highest summits are those of the White Mountain ridge in New Hampshire, which extend from north to south. These are the loftiest in the United States east of the Mississippi. Mount Washington, the highest, is six thousand two hundred and thirty feet above the level of the sea. Mount Adams, Mount Jefferson, and Mount Madison, are each more than five thousand feet high.

These mountains are difficult of access. The east side of Mount Washington rises at an angle of forty-five degrees. From the summit the Atlantic, sixty-five miles distant, is seen, and the view extends west to the hills.

MAINE.—The northern and western parts of Maine are mountainous. The highest summits are the Katahdin, the Speckled, Bald, Bigelow, and Ebecm, mountains.

VERMONT.—The range between the rivers Hudson and Connecticut, and between the latter and Lake Champlain, called the Green Mountains, which have given a name to the state of VERMONT, corrupted from *Vert-Mont*, the name given to the highest range by the French in Canada, from its perpetual verdure, being

covered on its western side with pine, spruce, hemlock, and other evergreen trees. The Green Mountains, or hills, are from ten to fifteen miles in breadth, and intersected with fertile valleys, through which numerous streams flow. Vegetation, which is luxuriant in the valleys, and on the lower slopes of the hills and mountains, becomes gradually stunted towards the summits; which are usually covered with broad thickets of spruce and hemlock, from two to three feet high, with the branches so closely intertwined, as to render the way between them impassable.

The loftiest summits are Killington Peak, near Rutland, Camel's Rump, between Montpelier and Burlington, and Mansfield Mountain, all of which are above 3000 feet high.

MASSACHUSETTS.—Ramifications of the Green Mountains enter the western parts of Massachusetts from the north, and form the Hoosack and Tagkannuc ridges, which run nearly parallel to each other south, into Connecticut. The most elevated of the Tagkannuc are, Saddle Mountain, in the north, 4000 feet high, and Tagkannuc Mountain in the south, 3000 feet high. None of the summits of the Hoosack ridge exceed half that elevation.

NEW YORK.—Ramifications of the Alleghaney range extend in two principal ridges in the state of New York, the Catskill and Wallkill. The Catskill, or the most northern, is the chief ridge of the Alleghaney or western chain. The hills of *Weehawken* rise on the west side of the Hudson, nearly opposite the city of New York.

The *Highlands* of the *Hudson*, called Fishkill Mountains, about forty miles above the city of New York, are conspicuous for their picturesque and romantic grandeur. These heights extend for about twenty miles along both sides of the Hudson. The loftiest summit is about 1500 feet high.

The *Peruvian Mountains* consist of a lofty region in the northern part of New York, the sources of the Hudson flow from them, and these separate also the waters of Lake Champlain from those falling into Lake Ontario. The loftiest summit, called *Whiteface*, is about 3000 feet above the level of Lake Champlain.

PENNSYLVANIA.—The Alleghaney, called the Apalachian chain, in Pennsylvania, spreads in this state to its widest limits, and occupies, with its various ramifications and ranges, more than half of the state.

The greatest breadth is about 200 miles, and consists of parallel ridges, separated, in some parts, by narrow valleys, or ravines, in others by valleys and plains, twenty or thirty miles broad. The range nearest the sea-coast, called the South Mountains, is a continuation of the blue ridge of Virginia. The blue ridge is an irregular rocky, broken eminence, sometimes disappearing altogether, and afterwards rising into hills and summits over a breadth of several miles. They rise about 150 to 200 miles inland from the sea-coast, and are about 1200 feet above the level of the surrounding country. Beyond these are the Kittatinny, or the Blue

Mountains, which extend from Maryland to New Jersey, the Susquehanna and Delaware flowing through the range. Further westward are the ridges called the Sideling Hills, Ragged Mountains, Great Warrior Mountain, East Wills Mountain, all of which branch from the Alleghaney ridge. The highest summits are between 3000 and 4000 feet above the level of the sea.

West of the Alleghaney, are the Laurel and Chesnut ridges. These are generally covered with thick forests, and are traversed by the great streams of the Susquehanna and the head waters of the Ohio. The Wallkill, which crosses the Hudson at West Point, forty miles below the Catskill, is a continuation of the Blue ridge, or *Eastern Chain*.

The eastern and western ranges run parallel to each other south-west, till on the frontiers of North Carolina and Virginia they unite, and are called the Alleghaney arch. A little further to the south, but still in North Carolina, collateral ridges unite from the west, and form a culminating point between the sources of several rivers. Another ramification, or rather range, stretches south-west, and then west, called by the name of the Cumberland Mountains, through the whole state of Tennessee, while the main *Alleghaney Chain*, nearly unaccompanied by any collateral ridge, extends south-west to the western boundaries of Georgia, and the Carolinas.

Mr. Jefferson divided the whole of the territory from the Mississippi to the Atlantic into three natural divisions each differing from the other in climate, configuration, soil, and production, namely, the sea coast, the mountains, and the western territory. On the summit of a lateral ridge, separating the valley of the Arkansas from that of the Plate river, north latitude 41 degrees, there runs a peak called the *Great White Mountain*, the height of which is said to be 10,580 feet above the level of the meadows at its foot, and the height of the meadows are estimated at 8000 feet above the level of the sea, being 18,580 feet of absolute elevation above the level of the sea. This, however, being an estimate, may probably be exaggerated.

On the west side of the Mississippi, and about midway between the Rocky Mountains and the Alleghaney, lies a broad range of mountainous ridges called the Ozarks, 600 or 700 miles in length from south to north, about 100 broad, and having an elevation varying from 1000 to 2000 feet above the sea. A similar range of broken and hilly country commences on the Wisconsin river, and extends north to Lake Superior. Between the Ozarks and the Rocky Mountains a flat country called the American desert is said to prevail.

The Floridas, Louisiana, and all the countries of North America, south of the termination of the Alleghaney and west to the Ozarks, and south of those to the Gulf of Mexico, and thence west to the first highlands of Mexico, and north to the rising *plateaux* of Texas, may all be considered as flat countries.

VALLEYS, RIVERS, AND LAKES OF NORTH AMERICA.

THE Valley of the Mississippi is the most extensive in America. It is bounded on the south by the Gulf of Mexico, on the west by the Rocky Mountains, on the north by the great lakes of America, and on the east by the Appalachian ridge of mountains. Its general aspect may be classed under three diversities—the thickly wooded, the barren, and the prairie regions. This valley extends from the 29th to the 42nd parallel of north latitude, and exhibits every variation of temperature from the climate of Canada to that of the tropics. It comprises, in its breadth, the generally level country, through which the great and small rivers, flow between the two great chains of American mountains, east and west of the Mississippi, and which are 3000 miles apart, and in which, finally, these rivers run into one great channel, and then, through a delta, discharge their waters into the sea.

A soil, much of it alluvial, of great fertility, prevails in this magnificent valley: the principal appendent basins of which are the valleys of the great rivers which fall into the Mississippi.

Valley of the Missouri.—The greatest length of the valley of the Missouri is about 1200 miles: its greatest breadth 700. Ascending from the lower verge of this widely-extended plain, the forests gradually disappear, until nearly woodless plains, or prairies, extend far from the banks of the river.

The valley called the *American Bottom*, extends along the eastern bank of the Mississippi to the Piasa Hills, four miles above the mouth of the Missouri. It is several miles in breadth, and its soil of astonishing fertility. The *great valley of the Ohio* comprises, as described by the American geographers, 80,000 square miles, north-west of the great river, and 116,000 on the south-east, or total superficies of 196,000 miles. It is intersected by chasms and rivers, and diversified by bold elevations. The valleys of the St. Lawrence, and its confluent the Ottawa, are naturally of great fertility.

The valleys of the Hudson, Mohawk, Connecticut, and of most of the remaining rivers of North America, and south of fifty degrees, are fertile and richly wooded when not cleared for cultivation.

Under the general head of the inland navigation of America we shall give some account of the great navigable rivers of North America; viz., the St. Lawrence, the Ottawa, the Saghunny; the rivers Miramichi and St. John in British America; and of the Mississippi, Missouri, Ohio, and their navigable affluents; of the St. Croix, Penobscot, Merrimac; the Saco, the Kennebec, the Pisquataqua, the Connecticut, the Hudson, the Delaware, the Susquehannah, the Potomac, York River, James's River, the Great Pedee, the Savannah, and the streams of Florida and Alabama.

GREAT LAKES OF CANADA AND THE UNITED STATES.

LAKE HURON is 250 miles long, 120 broad, and 860 feet deep, without comprehending a branch of it called Georgia Bay, which is 120 miles long and 50 miles broad. Near the head of the latter, at Pentagouet, there is a small naval depot. It receives several rivers; the principal of which are, the Severn, flowing over a rocky bed from Lake Simcoe; the Maitland, at the mouth of which is the town and harbour of Godrich, and which flows through the Huron tract; the river Muskotea, flowing from lakes between the Georgian Bay and the Ottawa; and the French river, a large stream flowing from Lake Nipissing, which a very narrow portage divides from a rapid river falling into the Ottawa. This was formerly the grand route of the north-west voyageurs.

The lands on the east and west coasts are generally fit for cultivation, and covered with heavy timber, presenting clay cliffs, rocks, and woody slopes along the shore. The north coast exhibits a rugged, formidable, and barren aspect. The Cloche Mountains are behind this shore, and very little is known of the interior, which bears the general name of the Chippewyan hunting-grounds.

A multitude of islands, called the Manitoulins, or Islands of Spirits, extend from the northern extremity of Georgian Bay to the *détour* between the continent and Drummond's Island. The largest of these is eighty miles long. The Indians attach a religious veneration to them, as being consecrated by the Great Spirit, Manitou.

Through the strait of Makillimakinak, the fort of which the Americans claim, the navigation to Lake Michigan is deep and safe. This lake is within the United States boundary. It is, without including Green Bay, a branch of it, 400 miles long, and 50 broad; and Green Bay is 105 miles long and 20 miles broad; both are on a level with Lake Huron. The Michigan territory, lying between Lake Huron and River Detroit, and Lake Michigan, is a valuable and extensive region, in which settlements are forming with extraordinary rapidity.

The passage to Lake Superior, by the strait of St. Mary, 40 miles long, is interrupted by the rapids or falls of St. Mary, which occur about mid-distance between both lakes. The appellation of fall is, however, improper. About midway between both lakes, the banks of the strait contract the channel, which also descends altogether, in the course of the rapid, about 23 feet; and the vast discharge of Lake Superior rolling along impetuously over and against natural irregularities, renders the navigation upwards altogether impracticable. Canoes have descended, but the exploit is dangerous. A canal two miles long would avoid this rapid, and connect the navigation of Lake Superior with that of Lakes Huron, Michigan, and Erie.

Lake Superior, the great upper reservoir of the St. Lawrence, is about 360 geographical, or 417 statute miles long, and 140 geographic, or 162 statute miles,

broad; its circumference round its shores about 1600 miles, and its depth about 900 feet. Its waters are pure, and astonishingly transparent, and this inland ocean is not surpassed in turbulent commotion, during tempests, by the most violent agitation of the Atlantic. It receives numerous rivers, but none of them are remarkably large. Low lands, lying between the lake and the ramps and mountains, are considered to have been formerly covered by the waters of the lake. The elevations and cliffs, rise in parts to 1500 feet above the level of the lake. In other places a flat country extends back from fifty to seventy miles. The largest of its islands, near the British side, Isle Royale, is about 100 miles long, by 40 in breadth.

The lands fit for settlement and agriculture may be considered to be nearly altogether within the boundaries of the United States. Tracts of good land may occasionally occur, or, be found, on the British side; but as far as we know, chiefly from the fur traders, the northern shores are forbidding and sterile, and the whole country between this lake and Hudson Bay is of little value, except for the furs of the wild animals, or the fish that may be caught in its waters.

Salmon of great size, herring, black bass, sturgeon, and all the lake fishes, are abundant. It is said that neither salmon nor herring are caught in any of the lakes, except those communicating with the St. Lawrence. How either herring or salmon got into those lakes is a question to puzzle the naturalist.

The comparative depths of the lakes form another extraordinary subject of inquiry. The bottom of Lake Ontario, which is 452 feet deep, is as low as most parts of the Gulf of St. Lawrence, while Lake Erie is only 60 or 70 feet deep; but the bottoms of Lakes Huron, Michigan, and Superior, are all, from their vast depths, although their surface is so much higher, on nearly a level with the bottoms of Lake Ontario, and of the Gulf of St. Lawrence. Can there be a subterranean river running from Lake Superior to Huron, and from Huron to Lake Ontario? This certainly is not impossible; nor does the discharge through the river Detroit, after allowing for the full probable portion carried off by evaporation, appear by any means equal to the quantity of water which the three upper great lakes may be considered to receive. All the fresh-water lakes and rivers of Canada and the United States are estimated to cover 95,040,000 acres, or more than half the fresh water of the globe.

The great lakes occasionally rise above their usual level, sometimes from three to five feet. These overflowings are not annual nor regular. They have occurred about once in seven years, and are probably the effect of more rain and less evaporation, during the seasons in which they take place. Sir Alexander Mackenzie observed several overflowings of two or three feet in the lakes north-west of Superior, so that they are not peculiar to the lakes of the St. Lawrence.

Lake Champlain is one of the most picturesque of the inland waters of America. The great lakes are so expansive, that parts only can be seen of their coasts;

which, however, are often exceedingly bold, sometimes precipitous, and when studded with rocky or wooded islands, and pierced with inlets, are remarkably picturesque and romantic. Lake Champlain is long and narrow; and at its southern extremity, and where it unites with Lake George, it is richly varied by woods, islands, and highlands.

The interior of Labrador, Newfoundland, Nova Scotia, New Brunswick, and the state of Maine, abound with lakes.

WILD ANIMALS, BIRDS, REPTILES, AND FISHES, OF AMERICA.

The zoology and ornithology of America have been so thoroughly described and illustrated, that neither require any notice in this work. As man advances in subduing and forming settlements among the forests, the wild animals diminish in number. In the far west and north-west, the buffalo, the different varieties of the deer species, and the various animals hunted for their furs, though far less abundant than formerly, inhabit the prairies and forests; and there are none of the countries of America in which some of the original native animals are not still to be found.

The natural history of the fishes of America is still to be written: with the exception of the turbot, and a few other kinds, the fishes of the sea-coast of America are nearly similar to those of the corresponding shores of Europe; they differ frequently in quality, and some of those which are scarce on the European shores, are abundant on those of America. Pilchards, anchovies, and sardines, are rarely, if ever, seen in the American waters. Smelts and caplin swarm in the latter.

The fishes of the Mississippi are described as generally coarse, often hideous and voracious. The cat-fish, of which there are many varieties, weighs about 100 lbs. Pike, pickerel, and jack, are also caught in the Mississippi, and its streams. Fishes, of which there are several varieties, called gar-fish, are caught in the Mississippi. The trout, yellow cat-fish, pike, bar-fish, and perch, are described by Mr. Flint as the best.

The alligator-gar appears, from the description given of it, to be the shark of the rivers. It is about eight feet long, weighs about 200 lbs., its mouth is large, round, and set thickly with sharp teeth. Its scales are said to be impenetrable by a ball from a rifle, and when dead, to be so hard, as to strike fire from flint. It is more dreaded than the alligator. Another monster of the Mississippi waters, is called by the Americans, devil-jack diamond fish, is from four to ten feet long, and weighs from 100 to above 350 lbs. There are several varieties of sturgeon, some of which are eaten. The saw-fish, the shovel-fish, the buffalo-fish, perch, weighing from ten to twenty pounds, bass, hog-fish, saw-fish, eels, minny, false herrings and several varieties of small fishes abound in the Mississippi and its tributaries.

The fish called *florida*, or Louisiana trout, is striped, of the perch species, and it weighs from one to four pounds ; and the fishes caught in the saline lakes of Louisiana, and the rock-fish, taken in the rivers from Susquehanna to the Mississippi. Catfish, and various shell-fish, abound in the Gulf of Mexico. A ray-fish, which Dr. Mitchell describes as the "oceanic vampire," was caught near the entrance of Delaware Bay, when towed ashore, was found so heavy, that five oxen, two horses, and twenty men, could not drag it up on the shore. Its length was seventeen feet, and its breadth sixteen feet. It weighed from four to five tons.

Among the fishes of the great lakes is the sturgeon, it weighs from 70 to 120 lbs. ; it affords isinglass, and differs from the sturgeon of the sea, by wanting the shelly scales on the back. The masquinongé is delicious, and sometimes weighs 50 lbs. The white fish, caught in abundance, resembling the shad of the Atlantic coast, or very large alewives ; it is excellent eating, but inferior to the masquenongé. The lake herrings are plentiful, but flabby and indifferent.

Trout of all sizes, weighing from half a pound to sometimes 50 to 70 lbs. The large kind called lake salmon resemble those of the sea, but the flesh is much paler and not so richly flavoured. Pike are much the same in flavour as in England.

There are two or three varieties of bass, the black is the best. The other fishes which are found in the lakes and rivers of Upper Canada, are principally perch, eel pout, cat-fish, mullet, dace, chub, carp sucker, dog-fish (small), bill-fish (the tyrant of the lakes, with a bill about a foot long), lamprey, silver eel, sun-fish, &c.

On the Atlantic and Gulf of St. Lawrence, coasts of America, especially along the shores and inlets of the Northern States and of British America the best fish abound, and where they have afforded the source, since the discovery of Newfoundland, Labrador, the Gulf of St. Lawrence, and Nova Scotia, of extensive and profitable fisheries.*

NORTH AMERICAN FORESTS.

THE forests of North America have been classed under three great general divisions, or zones. The vegetation, and the growth, and kind, of trees, in these divisions, are not altogether dependent on their more northern or southern latitudes, but also on the nature of the soil, and on their distance from the sea-coasts, as well as on the peculiarities of the mountainous, of the low, flat, table land, and valley regions. The first forest zone, or that of the southern sea-coasts, comprehends the region south of the Chesapeake and the

* These will be found described hereafter, under the general head of "THE FISHERIES OF AMERICA."

Alleghanies, to the point of Florida, and west to the rising grounds of Texas. On the Atlantic coast, and over a portion of Louisiana, resinous trees, peculiar to low and sandy soils, prevail: such as cedars, cypresses, firs, pines, and some others: intermingled with shrubs and various plants. The swampy, marshy, and even alluvial soils of this region are generally but ill adapted for agriculture.

In Florida and Louisiana, the magnolia, catalpa, and tulip trees flourish. Several other trees peculiar to warm latitudes and low lands also grow. Extensive tracts called cedar swamps also occur covered thickly with cedar-trees. Some of the characteristics of this zone appear in latitudes farther north, where the low sandy soils, even within the Gulf of St. Lawrence, produce low spruce firs, dwarf-willows, poplars, and other trees and shrubs, similar to those found on the same kind of soils in Florida. The low sandy shores of part of the north side of Prince Edward island; the country generally near the shore north from Miramichi to Point Mescou, and even on the south side of the island of Anticosti, present, frequently, though of less extent, barren soils, bogs, and swamps, resembling those near the low shores of Virginia and Florida.

The second zone comprehends the hilly and mountainous parts of the Carolinas, Pennsylvania, the southern parts of New York, and the country west to the prairies, and south to the northern limits of the low regions of Louisiana and other low grounds of the south. Oak, beech, maple, sycamores, mulberries, acacias, large poplars, large birches, walnuts, and sassafras-trees, with, occasionally, fir-trees intermixed; and in the lower grounds cypresses, cedars, pines, and some other trees, are the predominant woods. East, and on the brows, of the Alleghany chain, and intermixed with several varieties, to the west, are found chesnut, sumach, and various other trees, which grow in fertile soils.

The third zone comprehends the forests of the New York, and New England States, Vermont, New Brunswick, the wooded parts of Nova Scotia, and parts of Cape Breton. A portion of the west part of Newfoundland, Canada, south of the St. Lawrence, and partly to the north of the St. Lawrence as far as 47 deg. 30 min. north, thence following nearly a direct line to the parallel of 43 deg. 30 min. north, on the shores west of Lake Huron, and including nearly all Michigan, and the countries in the same parallel of latitude to the Pacific: and comprehending all the countries south of this extensive line to latitude 40 deg. north-east of the Mississippi, and west of that river and of the Missouri, to the foot of the Rocky Mountains; and thence, west of that chain to the shores of the Pacific. This zone may be considered as comprehending the great forest regions of America, and embracing a portion of the second zone and some parts of the northern zone.

The fourth zone comprehends the woods of the northern regions, chiefly low firs, dwarf birches, willows, small poplars, &c., until vegetation, diminishing to creeping firs and low dwarf shrubs, finally ceases. The woods of the gulf

and river of St. Lawrence, north of Quebec; the whole country of America, north of the parallel of the Manitoulin Islands, in Lake Superior; the north-east section of the district of Gaspé; and, nearly, the whole island of Newfoundland; are comprehended in this zone. Even in this division there are exceptions to the general character of its trees; for on the west of Newfoundland, and within some of the sheltered valleys of Labrador, and in the valleys of the river Saghuny, trees sufficiently large for ship-building are found.

It is, however, to the two central zones that we must chiefly advert in our brief view of the forests of North America: the magnificent splendour of which, is peculiar to that division of the western world.

In Europe, in Asia, in Africa, and even in South America, the primeval trees, how much soever their magnitude may arrest admiration, do not grow in the promiscuous style that prevails in the great general character of the North American woods.

Many varieties of the pine, intermingled with birch, maple, beech, oak, and numerous other tribes, branch luxuriantly over the banks of lakes and rivers, extend in stately grandeur along the plains, and stretch proudly up to the very summits of the mountains.

It is impossible to exaggerate the autumnal beauty of these forests; nothing under Heaven can be compared to its effulgent grandeur.

Two or three frosty nights in the decline of autumn, transform the boundless verdure of a whole empire into every possible tint of brilliant scarlet, rich violet, every shade of blue, and brown, vivid crimson, and glittering yellow. The stern, inexorable fir tribes alone maintain their eternal sombre green: all others, in mountains, and in valleys, burst into the most glorious vegetable beauty, and exhibit the most splendid, and most enchanting, panorama on earth.*

Amidst the American wilderness we have often ascended one of those heights, from which the scope of vision ranges over the surface of boundless forests; varying in shades from the funereal hue of the firs, to the bright verdure and golden tinges of the birch, the yellow and brown shades of the beech, and the red and violet of the maple; from whence the imagination alone penetrates underneath the silent, indomitable covert, amidst the intricacies of which, the traveller might suddenly wander into bewildered labyrinths, and for ever lose his way, in perplexing ignorance of the course that would lead him back to civilisation and to the human throng—from the coverts, where the moose, cariboo, and bear, have safely fed and roved, until pursued to gratify the desires, and until ensnared by the wiles of man.†

* I consider that these metamorphoses are caused by the action of frost at this period on the acids contained in the leaves.

† British America, vol. ii., page 30.

The forest trees in North America are exceedingly numerous, but in this work it will only be possible to describe briefly the principal timber-trees; and which, to avoid répétition, will be found hereafter in the description of the several states of America.

CHAPTER II.

EXTENSION OF TERRITORY, AREA, AND PROGRESS OF THE POPULATION OF THE UNITED STATES.

THE States which, on the ratification of independence, formed the American Republican Union were thirteen; viz.,

Massachusetts, New Hampshire, Connecticut, Rhode Island, New York, New Jersey, Delaware, Maryland, Pennsylvania, Virginia, North Carolina, South Carolina, and Georgia.

The foregoing thirteen states (the whole inhabited territory of which, with the exception of a few small settlements, was confined to the region extending between the Alleghaney mountains and the Atlantic) were those which existed at the period when they became an acknowledged separate and independent federal sovereign power. The thirteen stripes of the standard or flag of the United States, continue to represent the original number. The stars have multiplied to twenty-six, according as the number of states have increased.

The territory of the thirteen original States of the Union, including Maine and Vermont, comprehended a superficies of 371,124 English square miles; that of the whole United Kingdom of Great Britain and Ireland, 120,354; that of France, including Corsica, 214,910; that of the Austrian Empire, including Hungary and all the Imperial States, 257,540 English square miles.

The present superficies of the twenty-six constitutional states of the Anglo-American Union, and the district of Columbia, and territories of Florida, include 1,029,025 square miles; to which, if we add the north-west, or Wisconsin territory, east of the Mississippi; and bound by Lake Superior on the north, and Michigan on the east, and occupying at least 100,000 square miles, and then add the great western region, not yet well defined territories, but, at the most limited calculation, comprehending 700,000 square miles; the whole, unbroken in its vast length and breadth by foreign nations, comprehends a portion of the earth's surface equal to 1,729,025 English, or 1,296,770 geographical square miles.

The thirteen New States were admitted when their population as territories increased first to 40,000, and from 1832 until 1840, to 47,700 in the following.

order and periods, taking their number after the thirteen original states already enumerated.

Fourteenth, Vermont, admitted in 1791, with only one legislative assembly, and the executive lodged in a governor—both elected annually.

Fifteenth, Kentucky, admitted in 1792, with a house of representatives elected annually, and a governor and senate for four years—votes in this state are given openly, and not by ballot.

Sixteenth, Tennessee, admitted in 1796 with a governor, senate, and house of representatives, all elected every two years.

Seventeen, Ohio, in 1803, with a governor and senate, elected every two years, and a house of representatives annually.

Eighteenth, Louisiana, which was purchased in 1803, for 15,000,000 dollars, from France, was admitted as a state into the union in 1812. The governor and senate are elected for four, and the representatives for two years; the purchase of this country from France gave legal, as well as actual possession of all the countries watered by the Mississippi, and Missouri, as well as of a vast sea-coast along the Gulf of Mexico, to the United States; it might have been easily conquered, but it was far cheaper, exclusive of the justice, to have purchased the possession.

Nineteenth, Indiana, admitted in 1816, has its administration vested in a governor and senate, elected every three years, and a house of representatives annually.

Twenty, Mississippi, was admitted as an independent state in 1817, with a governor, elected for two years, a senate, elected one-third annually for three years, and an annually elected house of representatives.

Twenty-first, Illinois, admitted into the union in 1818, has a governor and senate, elected every four, and a house of representatives every two years.

Twenty-second, Alabama, admitted in 1819, has a governor, elected for two years, and a senate and house of representatives. The latter and one-third of the senators are elected annually.

Twenty-third, Maine, admitted in 1820, elects its governor, council, and representatives annually by ballot.

Twenty-fourth, Missouri, which forms part of the territory purchased from France, was admitted into the union in 1821. The governor and senate are elected to serve four, and the representatives for two years.

Twenty-fifth, Michigan, framed its constitution in May, 1835, and elected its governor and legislature in October following. The population amounted, by the census taken during the end of 1834, to 85,856, but from the unprecedented flow of emigration, arising from speculation in its fertile lands, the population during the summer of 1839, exceeded 200,000. In 1810, the whole white popu-

lation was under 5000. In 1820, they increased to 8896. In 1830, to 31,067. Such is the amazing progress of the far west.

Twenty-sixth, Arkansas, adopted a constitution in 1836, and has been since then admitted into the union. All elections are *viva voce*. The governor to hold office for four years, the senate to be elected for the same period, and the representatives for two years. The population of Arkansas amounted in 1810 to 1062. In 1820, to 14,273. In 1830, to 30,388. In 1835, to 58,134.

Besides the twenty-six states, which send representatives in number according to their population, to congress, there are the local governments of,

First, The district of Columbia, under the immediate administration of the congress, being set apart distinctly as a sort of common ground in which Washington, the capital of the republic, and the seat of the supreme court, is situated.

Secondly, The territory of Florida ceded by Spain in 1821 to the United States; its government is vested in a governor and council.

Fourthly, Wisconsin territory, which previously was in its civil government under Michigan, but, in consequence of a population of 30,000 having suddenly flowed into it, an act of congress, passed in 1836, erected it into a territorial government, with a governor, who is also a superintendent of Indian affairs, a secretary, a chief-justice, and two assistant-justices. The position of this territory, and its soil and natural productions, leave no doubt that in less than five years it will have a population which will entitle it to claim admission as a representative state into the federal union.

The extension of settlements by the population of the United States does not, however, confine itself to the vast regions we have enumerated. In December, 1835, a meeting of ninety persons, chiefly Americans, assembled at Bahia, or Goliad, in Texas, and made a declaration of its independence. In March following forty-four delegates, three of whom only were Mexicans, or natives of the country, assembled at a place named Washington, and formally declared the state a republican government, independent of Mexico. Since that period the Mexicans have on every occasion been repulsed, and even their president, Santa Anna, was made prisoner; but afterwards released.

The vast territory of Texas, extending between Louisiana and the river Bravo del Niorte, occupies 301,000 square miles, or 192,000,000 acres of the most fertile regions in America, watered by numerous rivers, and its soil and climate adapted to the culture of cotton, rice, sugar-cane, indigo, tobacco, and all the productions of warm and hot countries. Here oak and other valuable and durable timber abounds. Its independence, as a sovereign republic, has been acknowledged by France, Holland, and England.

The statistics of the old provinces were obscure and uncertain at the commencement of the revolution: but the population at that time could not have

amounted to more than 2,500,000. After the peace, a census of the population has been taken every ten years.

In 1790 the number of inhabitants in the old states amounted to 3,929,326, including 629,697 slaves, and also the population of Vermont, which had increased to 85,530; and that of Kentucky, into which emigration rushed, with rapidity from the New England states, amounting to 173,677. The slave population were distributed as follows:—158 in New Hampshire; 16 in Vermont; 948 in Rhode Island; 2764 in Connecticut; 21,324 in New York; 11,423 in New Jersey; 8887 in Delaware; 3737 in Pennsylvania; 103,036 in Maryland; 292,627 in Virginia; 100,572 in North Carolina; 107,094 in South Carolina; 29,264 in Georgia; 12,430 in Kentucky; and 3417 in different territories. Total slaves in 1790,—629,697.

In 1800 the population increased to 5,319,762, including 896,849 slaves.

In 1810 the census gave 6,048,539 free, and 1,191,364 slaves. Total, 7,239,903.

In 1820 the number of freemen were 8,100,108, and of slaves 1,538,118. Total, 9,638,166.

In 1830, the returns gave 10,857,177 free, and 2,009,043 slaves. Total 12,866,020 inhabitants.

By this census it appears that *Vermont*, with 280,622 free inhabitants, was the only state or district without a slave. *Massachusetts* had one registered slave, 610,477 free. *Maine*, 2 slaves, 399,953 free. *Indiana*, 3 slaves, 343,025 free. *New Hampshire*, 3 slaves, 269,325 free. *Ohio*, 6 slaves, 937,897 free. *Rhode Island*, 17 slaves, 97,181 free. *Michigan*, 32 slaves, 31,607 free. *Illinois*, 747 slaves, 156,698 free. *New Jersey*, 2254 slaves, 318,569 free. *Delaware*, 3292 slaves, 73,456 free. *Arkansas*, 4576 slaves, 25,812 free. District of *Columbia* (the territory of the capital of the land of freedom), 6119 slaves, 33,715 free. Territory of *Florida*, 15,501 slaves, 19,229 free. *Missouri*, 25,091 slaves, 115,364 free. *Mississippi*, 65,659 slaves, 70,962 free. *Maryland*, 102,994 slaves, 344,046 free. *Louisiana*, 109,588 slaves, 106,151 free. *Alabama*, 117,549 slaves, 191,978 free. *Tennessee*, 141,603 slaves, 540,301 free. *Kentucky*, 165,213 slaves, 522,704 free. *Georgia*, 217,531 slaves, 299,292 free. *North Carolina*, 245,601 slaves, 492,386 free. *South Carolina*, 315,401 slaves, 265,784 free. And *Virginia*, 469,757 slaves, 741,648 free. Thus it appears that there were, in 1830, of the whole population, nearly one-fifth slaves.

By the census of 1840, the total number of the population was 17,068,666, consisting of 7,249,266 free males, and 6,939,842 free females. Total free, 14,189,108, and of 186,467, free coloured males, and 199,778 free coloured females. Total free coloured, 386,245: of 1,246,408 male slaves, and 1,240,805 female slaves. Total slaves, 2,487,213.

In *Maine*, *Massachusetts*, *Vermont*, and *Michigan*, there were no slaves; in *New Hampshire*, 1 female slave; in *Rhode Island*, 5 male slaves; in *Connecticut*, 17 female slaves; in *New York*, 4 slaves; in *Ohio*, 3 slaves; in *Indiana*, 3 slaves; in *New Jersey*, 674 slaves; in *Pennsylvania*, 64 slaves; in *Delaware*, 2505 slaves; in *Maryland*, 89,495 slaves; in *Virginia*, 449,187 slaves; in *North Carolina*, 245,317 slaves; in *South Carolina*, 327,038 slaves; in *Georgia*, 280,944 slaves; in *Alabama*, 253,530 slaves; in *Mississippi*, 195,211 slaves; in *Louisiana*, 167,822 slaves; in *Tennessee*, 183,058 slaves; in *Kentucky*, 182,258 slaves; in *Illinois*, 271 slaves; in *Missouri*, 58,240 slaves; in *Arkansas*, 19,953 slaves; in *Florida* territory, 25,713 slaves; in *Wisconsin* territory, 11 slaves; in *Iowa* territory, 16 slaves; in the district of *Colombia*, 4696 slaves.

The decennial increase per cent of the population has been as follows: viz., in the ten years ending 1800, 35.01 per cent; 1810, 36.45 per cent; 1820, 33.35 per cent; 1830, 33.26 per cent; 1840, 32.67 per cent. The total population of 1845, which will include an increase of nearly six years, may be estimated at about 20,000,000.

In 1850, if the population of the United States shall have increased, as is probable, in the same ratio as during the ten years ending 1840, the total number will be about 22,500,000, of which number the slaves will amount probably to not more than *three* millions; as no slaves are imported, and as the slave population has not increased in the same ratio as the free. The numbers of male and female slaves at present are about equal.

TABLE I.—Showing the Population by Census of 1830 and 1840—the numerical increase and the ratio per cent increase in Ten Years, in each State and Territory.

STATES.	Total population in 1830.	Total population in 1840.	Numerical increase since 1830.	Ratio per cent increase in ten years.	STATES.	Total population in 1830.	Total population in 1840.	Numerical increase since 1830.	Ratio per cent increase in ten years.
Maine.....	309,186	501,733	192,547	62.29	Tennessee.....	681,004	829,210	148,206	21.76
N. Hampshire.....	269,328	284,574	15,246	5.66	Kentucky.....	687,917	779,828	91,911	13.36
Massachusetts.....	610,408	737,699	127,291	20.85	Ohio.....	637,903	1,519,467	881,564	139.76
R. Island.....	97,199	108,840	11,641	11.96	Indiana.....	343,031	685,866	342,835	99.94
Connecticut.....	297,075	309,978	12,903	4.33	Illinois.....	157,445	476,183	318,738	202.44
Vermont.....	280,652	291,948	11,296	4.02	Missouri.....	110,455	383,792	273,337	247.31
N. York.....	1,918,608	2,248,921	330,313	17.22	Michigan.....	1,639	212,267	210,628	12,850
N. Jersey.....	320,822	373,306	52,483	16.36	Arkansas.....	30,388	97,574	67,186	221.03
Pennsylvania.....	1,348,233	1,724,033	375,800	27.87	Florida.....	14,730	54,477	39,747	269.88
Delaware.....	76,749	78,085	1,337	1.74	D. of Columbia.....	30,834	43,711	12,877	41.76
Maryland.....	447,040	469,232	22,192	4.96	Wisconsin.....	.....	30,915	30,915	100.00
Virginia.....	1,211,405	1,239,797	28,392	2.34	Iowa.....	.....	43,112	43,112	100.00
N. Carolina.....	737,987	753,419	15,432	2.09					
S. Carolina.....	581,185	594,898	13,713	2.37					
Georgia.....	610,823	691,392	80,569	13.19					
Alabama.....	309,527	590,756	281,229	90.87	Navy.....	5,318	6,100	782	14.70
Mississippi.....	139,621	375,051	235,430	169.35					
Louisiana.....	215,739	352,411	136,672	63.35	Total.....	12,866,020	17,018,666	4,152,646	32.66

TABLE II.—Showing the Sectional Increase.

N. E. STATES.	1830	1840	Numerical Increase.	Increase per ct. in 10 years.	WESTERN STATES.	1830	1840	Numerical Increase.	Increase per ct. in 10 years.
Maine.....	459,455	501,793	102,334	25.619	Ohio.....	937,003	1,519,487	581,561	62.006
N. Hampshire.....	269,328	284,674	15,246	5.660	Kentucky.....	687,917	779,828	91,911	13.361
Massachusetts.....	610,408	737,699	127,291	20.053	Tennessee.....	681,904	829,210	147,306	21.600
R. Island.....	97,199	180,530	11,631	11.966	Indiana.....	313,031	685,866	342,835	99.912
Connecticut.....	297,675	309,978	12,303	4.133	Illinois.....	157,445	476,183	318,738	202.444
Vermont.....	280,632	291,918	11,286	4.025	Michigan.....	31,639	212,267	180,628	570.900
	1,954,717	2,234,822	280,105	14.329	Missouri.....	140,455	383,702	243,247	173.184
					Arkansas.....	30,388	97,674	67,286	221.093
					Wisconsin.....	..	30,946	30,946	..
					Iowa.....	..	43,112	43,112	..
MIDDLE STATES.									
N. York.....	1,918,608	2,424,921	510,313	26.598		3,010,682	5,058,154	2,047,472	68.006
N. Jersey.....	320,823	373,306	52,483	16.357					
Pennsylvania.....	1,348,233	1,744,033	375,800	27.873					
Delaware.....	76,746	78,083	1,337	1.742					
	3,664,412	4,604,345	939,933	25.650					
SOUTHERN STATES.					SLAVE-HOLDING STATES.				
Maryland.....	447,010	460,232	22,192	4.964	Maryland.....	447,040	460,232	22,192	4.964
Virginia.....	1,211,405	1,239,797	28,392	2.341	Virginia.....	1,211,405	1,239,797	28,392	2.341
N. Carolina.....	737,987	753,419	15,432	2.092	N. Carolina.....	737,987	753,419	15,432	2.092
S. Carolina.....	581,183	594,398	13,215	2.273	S. Carolina.....	581,183	594,398	13,215	2.273
Georgia.....	516,823	601,302	174,569	33.777	Georgia.....	516,823	601,302	174,569	33.777
Alabama.....	309,527	390,756	281,229	90.857	Alabama.....	309,527	390,756	281,229	90.857
Mississippi.....	136,621	375,651	239,030	174.958	Mississippi.....	136,621	375,651	239,030	174.958
Louisiana.....	215,300	352,411	136,672	63.350	Louisiana.....	215,300	352,411	136,672	63.350
Florida.....	34,740	54,477	19,747	56.858	Tennessee.....	681,904	829,210	147,306	21.600
	4,230,891	5,165,245	934,354	22.264	Kentucky.....	687,917	779,828	91,911	13.361
					Missouri.....	140,455	383,702	243,247	173.184
					Arkansas.....	30,388	97,674	67,286	221.093
					Florida.....	34,740	54,477	19,747	56.858
					D. of Columbia.....	39,831	43,712	3,878	9.731
						5,771,555	7,255,559	1,484,004	25.712

TABLE III.—Population of the principal Cities.

COUNTRIES.	1790	1800	1810	1820	1830	1840
New York.....	33,131	60,449	96,373	123,706	203,007	312,710
Philadelphia*.....	42,720	70,287	96,604	108,116	167,114	258,017
Baltimore*.....	13,503	20,614	40,555	62,738	80,625	134,379
New Orleans.....	..	..	17,242	27,176	46,310	102,193
Boston.....	18,028	24,927	32,250	43,298	61,392	93,383
Cincinnati.....	..	750	2,540	9,644	21,831	40,338
Brooklyn.....	..	3,298	4,492	7,175	12,042	30,233
Albany.....	3,194	5,149	9,556	12,630	24,238	33,721
Charleston.....	16,359	18,712	24,711	24,480	36,269	29,261
Washington.....	..	3,216	8,204	13,247	18,827	23,564
Providence.....	..	7,614	10,971	11,707	16,839	33,171
Louisville.....	..	..	1,357	4,012	10,352	21,210
Pittsburg.....	..	1,565	4,764	7,248	12,542	21,115
Lowell.....	..	..	..	..	6,474	20,706
Richmond.....	..	..	..	1,502	9,269	20,191
Troy.....	..	5,337	9,745	12,016	16,060	20,153
Buffalo.....	..	..	3,885	5,264	11,491	19,334
Newark.....	..	..	1,508	2,095	8,653	18,213
St. Louis.....	..	..	..	6,507	10,953	17,290
Portland.....	..	..	..	4,598	5,852	16,469
Salem.....	7,921	9,157	12,013	8,591	12,601	15,218
				12,731	13,886	15,082

* Including the County.

POPULATION OF THE UNITED STATES.

19

TABLE IV.—Population of the States and Territories of the United States, in 1840, exhibiting the general Aggregate Amount of each description of Persons, as compiled from the Official Returns of the Marshals of the several States and Territories, as received at the State Department, under the Act for taking the Sixth Census.

WHITE PERSONS.—MALES.														
NAME OF STATE, &c.	Under 5.	5 and under 10.	10 and under 15.	15 and under 20.	20 and under 30.	30 and under 40.	40 and under 50.	50 and under 60.	60 and under 70.	70 and under 80.	80 and under 90.	90 and under 100.	100 and over.	TOTAL.
Maine.....	40,532	35,671	31,691	27,740	42,266	29,864	19,948	12,551	7,498	4,152	1,041	120	5	252,989
New Hampshire.....	18,435	17,300	16,929	15,663	22,170	16,781	12,913	8,690	5,185	3,147	1,064	103	2	139,004
Massachusetts.....	47,313	40,296	37,671	37,069	76,285	52,243	30,161	19,270	11,352	6,473	1,915	19	17	360,679
Rhode Island.....	7,111	5,917	5,869	5,659	9,828	6,798	4,452	2,700	1,570	862	287	20	8	51,362
Connecticut.....	19,021	17,420	17,470	16,718	26,097	19,036	13,455	9,121	5,727	3,391	1,031	92	8	148,300
Vermont.....	21,780	19,089	17,551	16,999	23,006	17,596	12,817	7,982	5,454	3,147	881	81	13	116,378
New York.....	187,730	158,107	139,752	130,094	230,081	158,194	97,542	51,975	30,869	14,699	3,984	379	56	1,207,357
New Jersey.....	28,827	32,809	21,951	19,308	31,032	21,533	12,909	8,526	4,887	2,459	660	67	7	177,055
Pennsylvania.....	149,480	117,351	101,522	89,825	152,024	99,421	61,360	37,033	20,268	9,234	2,438	249	33	811,770
Delaware.....	4,039	3,957	3,581	3,101	5,722	3,549	2,117	1,270	682	268	61	5	4	20,259
Maryland.....	26,921	20,573	18,351	16,218	20,28	20,732	12,626	7,258	3,809	1,533	417	64	16	158,636
Virginia.....	69,308	53,465	45,822	35,263	63,465	41,111	27,465	16,670	9,673	4,488	1,211	196	26	317,223
North Carolina.....	46,413	37,011	31,473	24,819	38,756	24,254	16,790	10,132	6,365	2,830	741	125	29	210,047
South Carolina.....	21,428	19,360	16,621	13,719	22,489	13,774	9,132	5,615	3,059	1,418	409	50	22	140,496
Georgia.....	43,759	33,820	27,136	20,789	34,096	22,146	13,880	7,623	4,240	1,641	455	8	19	210,534
Alabama.....	36,611	28,215	22,819	16,222	31,455	19,340	11,783	6,021	2,886	907	273	47	20	176,092
Mississippi.....	19,541	14,161	11,478	8,662	20,081	11,995	6,001	3,289	1,130	466	130	14	4	97,256
Louisiana.....	13,835	10,746	7,848	7,218	20,795	16,304	7,910	3,399	1,266	410	102	26	18	80,747
Tennessee.....	67,182	53,821	44,489	34,218	51,112	31,323	19,369	12,755	7,119	3,039	855	109	22	325,434
Kentucky.....	59,290	46,312	39,190	32,611	53,285	32,206	19,768	11,809	6,639	2,902	800	130	31	305,323
Ohio.....	144,582	115,832	96,097	81,131	138,755	85,941	54,992	30,298	18,182	6,778	1,611	200	52	775,360
Indiana.....	70,408	5,457	10,199	36,599	60,012	37,507	21,678	13,778	0,195	2,258	551	68	14	452,773
Illinois.....	48,303	37,278	31,062	21,876	52,580	31,428	15,809	8,755	3,669	1,119	257	35	19	255,235
Missouri.....	34,507	26,051	21,222	16,784	33,772	20,568	11,384	5,620	2,439	811	182	28	5	173,470
Arkansas.....	8,607	6,801	5,077	3,863	8,532	5,129	2,751	1,194	523	107	37	4	3	42,211
Michigan.....	19,484	16,054	12,839	10,887	22,759	16,058	8,276	4,442	1,003	623	88	12	3	113,395
Florida territory.....	2,155	1,947	1,520	1,305	4,388	2,801	1,933	530	220	73	20	3	1	10,456
Wisconsin ditto.....	2,627	1,793	1,303	1,311	6,628	3,318	1,101	554	201	55	16	2	1	18,757
Iowa ditto.....	4,380	3,138	2,476	2,179	6,207	3,310	1,512	698	272	73	12	1	1	24,256
District of Columbia.....	2,351	1,795	1,761	1,728	2,891	1,933	1,201	744	312	115	21	2	1	14,822
Total.....	1,270,700	1,021,072	879,499	756,022	1,322,410	866,131	536,568	311,507	174,226	80,851	21,679	2517	476	7,240,266

WHITE PERSONS.—FEMALES.														
NAME OF STATE, &c.	Under 5.	5 and under 10.	10 and under 15.	15 and under 20.	20 and under 30.	30 and under 40.	40 and under 50.	50 and under 60.	60 and under 70.	70 and under 80.	80 and under 90.	90 and under 100.	100 and over.	TOTAL.
Maine.....	38,185	31,458	30,014	27,940	42,165	29,046	20,021	12,301	7,703	4,122	1,274	171	10	217,439
New Hampshire.....	17,959	16,619	15,689	15,457	21,679	18,260	11,183	6,824	4,090	2,388	811	8	1	145,032
Massachusetts.....	45,313	40,115	36,832	40,360	74,750	48,324	33,109	22,684	14,645	8,387	2,655	375	2	368,351
Rhode Island.....	6,504	5,812	5,710	6,030	10,833	7,138	4,801	3,439	2,176	1,106	444	50	2	51,225
Connecticut.....	18,253	16,887	15,961	16,478	27,120	20,110	11,863	10,792	7,220	4,274	1,430	153	4	153,586
Vermont.....	20,379	18,877	16,677	15,741	24,225	18,163	12,407	8,612	5,323	2,875	951	100	7	111,840
New York.....	180,769	154,525	134,377	137,414	227,137	113,802	50,163	28,900	16,100	14,281	4,152	522	25	1,171,533
New Jersey.....	27,505	23,161	20,362	19,700	31,511	20,530	10,009	5,811	3,253	2,709	800	82	3	171,533
Pennsylvania.....	111,780	115,570	97,972	96,392	153,803	92,861	60,838	37,958	21,000	9,783	2,725	316	21	631,345
Delaware.....	4,731	3,899	3,484	3,337	5,707	3,460	2,173	1,311	682	320	92	9	3	20,302
Maryland.....	25,800	19,078	17,500	18,349	31,021	19,313	12,477	7,899	4,766	1,901	531	95	8	159,011
Virginia.....	65,288	52,264	43,596	42,475	67,797	40,082	26,028	16,863	9,400	4,168	1,266	140	10	309,715
North Carolina.....	43,637	35,221	29,640	26,965	43,132	25,900	18,114	11,374	6,751	2,910	962	150	10	211,423
South Carolina.....	23,039	19,741	15,822	14,639	22,392	13,471	9,145	5,551	3,168	1,438	430	74	21	128,388
Georgia.....	50,579	32,000	25,994	22,305	31,705	19,603	12,300	6,765	3,679	1,483	443	70	25	127,101
Alabama.....	33,917	26,804	21,786	17,911	25,574	15,152	9,184	4,447	2,407	817	205	45	14	156,493
Mississippi.....	18,235	13,328	10,919	8,911	14,164	7,817	4,281	2,250	1,053	381	90	22	6	81,818
Tennessee.....	62,084	51,013	42,327	35,965	51,907	30,597	19,198	11,555	6,361	2,617	732	126	27	315,193
Kentucky.....	55,419	44,022	37,298	33,807	47,970	28,608	18,059	10,007	6,029	2,625	735	137	23	284,030
Ohio.....	137,725	110,949	91,291	84,822	127,730	75,700	48,588	28,037	14,630	5,592	1,345	173	22	726,702
Indiana.....	66,307	53,805	42,800	36,601	55,176	32,708	19,067	10,749	5,055	1,800	436	59	9	325,525
Illinois.....	44,775	34,913	28,606	24,078	38,223	22,676	12,712	6,511	2,941	866	184	30	2	217,019
Alabama.....	32,000	24,321	19,079	16,552	26,300	14,889	8,380	4,259	2,019	631	131	21	3	150,418
Michigan.....	8,108	5,853	4,860	3,911	5,881	3,417	1,715	805	357	113	30	3	1	34,063
Florida territory.....	18,401	13,080	11,798	10,819	18,736	11,864	6,109	3,291	1,411	451	100	11	2	98,165
Wisconsin ditto.....	2,241	1,761	1,448	1,322	2,240	1,210	701	351	160	49	10	2	1	11,492
Iowa ditto.....	2,628	1,692	1,280	1,200	2,733	1,123	612	360	188	57	7	2	1	11,902
District of Columbia.....	4,982	2,962	2,188	2,064	3,789	1,865	979	494	187	51	6	1	1	18,008
Total.....	1,203,319	946,921	836,588	792,168	1,254,395	770,007	502,143	302,810	173,290	80,592	23,061	3,231	315	6,935,842

NAME OF STATE, &c.	FREE COLOURED PERSONS.—MALES.							FREE COLOURED PERSONS.—FEMALES.							TOTAL.
	Under 10. e.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.	Under 10.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.	
Maine.....	119	231	135	6137	67	1	720	147	195	128	109	54	2	635	289
New Hampshire.....	57	68	42	48	33	..	218	50	66	54	61	56	2	4,014	289
Massachusetts.....	908	1,119	1,113	871	306	6	4,654	899	1,058	868	771	417	2	1,825	4,014
Rhode Island.....	355	388	319	212	109	..	1,413	318	489	425	360	232	1	4,214	1,825
Connecticut.....	935	1,165	710	746	331	4	3,891	967	1,238	800	715	433	1	366	4,214
Vermont.....	91	99	74	60	38	2	364	76	106	65	76	43	..	26,218	366
New York.....	6,008	6,370	5,711	4,221	1,170	23	23,800	6,032	6,951	6,809	4,454	1,928	44	10,364	26,218
New Jersey.....	3,019	3,429	1,978	1,639	711	4	10,780	2,831	3,100	2,079	1,485	748	12	25,102	10,364
Pennsylvania.....	6,215	6,192	5,183	3,697	1,400	36	22,752	6,264	7,426	6,071	3,806	1,503	30	8,293	25,102
Delaware.....	2,740	2,679	1,392	1,163	645	7	8,626	2,018	2,457	1,415	1,127	662	14	32,847	8,626
Maryland.....	9,460	7,727	4,772	4,070	2,194	50	29,173	9,134	8,625	6,086	3,423	2,062	76	26,024	29,173
Virginia.....	7,958	7,165	3,808	3,135	1,652	20	29,094	7,809	7,616	4,871	2,556	1,434	28	11,505	29,094
North Carolina.....	3,902	3,993	1,665	1,255	734	18	11,227	3,761	3,475	2,043	1,358	808	7	4,412	11,227
South Carolina.....	1,403	1,105	677	405	262	12	3,861	1,302	1,272	878	545	338	7	1,379	3,861
Georgia.....	427	375	232	195	137	8	1,374	375	381	229	192	178	24	1,009	1,374
Alabama.....	361	296	170	152	107	4	1,030	271	313	188	124	104	9	651	1,030
Mississippi.....	224	168	125	114	76	4	718	181	151	133	122	59	5	13,976	718
Louisiana.....	4,015	3,207	2,014	1,581	683	26	11,526	4,163	3,679	2,971	2,164	986	13	2,728	11,526
Tennessee.....	973	722	372	379	291	6	2,796	881	742	445	367	285	8	3,580	2,796
Kentucky.....	1,018	786	531	754	620	10	3,761	936	800	530	680	593	11	8,602	3,761
Ohio.....	2,560	2,688	1,719	1,175	579	19	8,710	2,630	2,781	1,640	1,053	487	8	3,434	8,710
Indiana.....	1,258	1,119	620	407	229	8	3,731	1,112	1,100	592	413	215	2	1,722	3,731
Illinois.....	518	508	377	265	117	1	1,876	536	570	311	201	102	2	691	1,876
Missouri.....	193	195	260	151	71	1	883	152	139	152	133	89	6	217	883
Arkansas.....	77	56	62	34	16	3	218	67	60	35	32	21	2	314	218
Michigan.....	93	103	119	62	16	..	393	80	98	76	46	13	1	419	393
Florida territory.....	108	125	87	40	29	..	399	108	123	78	75	35	..	84	399
Wisconsin ditto.....	16	32	28	19	6	..	101	21	27	20	12	4	..	79	101
Iowa ditto.....	20	31	22	14	6	..	93	14	39	8	16	2	..	4,908	93
District of C- lombia.....	1,168	948	562	525	237	13	3,453	1,208	1,455	1,027	813	390	15	100,778	3,453
Total.....	56,323	56,323	35,308	28,258	13,493	286	186,467	55,060	56,562	35,308	28,258	13,493	286	100,778	186,467

NAME OF STATE, &c.	SLAVES. MALES.							SLAVES. FEMALES.							TOTAL.
	Under 10.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.	Under 10.	10 and under 24.	24 and under 36.	36 and under 55.	55 and under 100.	100 and upwards.	TOTAL.	
Maine.....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
New Hampshire.....	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4
Massachusetts.....	..	..	..	..	..	..	..	..	..	..	..	..	..	9	9
Rhode Island.....	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4
Connecticut.....	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4
Vermont.....	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4
New York.....	..	..	..	..	..	..	..	..	..	..	..	..	..	371	371
New Jersey.....	1	1	7	137	157	..	303	4	4	7	168	190	2	29	303
Pennsylvania.....	12	20	..	..	3	..	35	8	8	..	..	..	..	1,234	35
Delaware.....	412	676	170	53	30	..	1,371	551	794	76	37	1	..	43,536	1,371
Maryland.....	14,996	15,440	7,725	5,218	2,522	58	45,959	14,651	14,345	7,537	4,732	2,297	36	220,326	45,959
Virginia.....	76,847	68,791	40,104	30,340	12,398	91	228,861	75,703	65,815	38,372	27,781	12,630	120	122,271	228,861
North Carolina.....	44,854	38,419	19,636	14,053	6,512	72	123,546	14,190	37,010	20,292	13,374	6,421	84	168,360	123,546
South Carolina.....	52,642	46,117	30,323	20,151	8,690	125	158,678	51,597	48,251	34,680	22,403	8,500	84	141,669	158,678
Georgia.....	48,931	43,630	24,953	16,119	5,374	126	139,355	48,445	43,630	24,953	16,119	5,374	126	126,172	139,355
Alabama.....	43,717	41,293	25,812	12,862	3,626	60	127,360	43,683	41,318	25,812	12,862	3,626	60	97,208	127,360
Mississippi.....	31,736	31,564	22,008	10,120	2,537	38	98,003	31,572	32,358	20,670	9,000	2,162	7	81,293	98,003
Louisiana.....	22,704	23,572	24,717	12,699	2,769	29	86,529	23,158	24,804	22,373	1,441	2,114	33	91,682	86,529
Tennessee.....	31,115	30,883	15,065	8,065	2,717	20	91,477	33,705	30,850	15,635	8,021	2,832	33	91,254	91,477
Kentucky.....	32,541	31,027	15,095	9,951	2,057	40	91,064	32,713	30,818	15,058	9,045	2,998	22	1	91,064
Ohio.....	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Indiana.....	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
Illinois.....	53	69	30	15	6	1	168	53	59	20	21	7	..	163	168
Missouri.....	10,873	10,718	4,269	2,320	536	14	28,742	10,379	10,920	4,887	2,558	644	4	29,498	28,742
Arkansas.....	3,459	3,514	2,069	899	182	14	10,119	3,302	3,558	1,930	849	174	3	9,816	10,119
Michigan.....	..	..	..	..	..	..	..	..	..	..	..	..	..	12,679	..
Florida territory.....	4,044	4,070	2,507	1,496	512	9	13,038	3,902	4,120	2,973	1,446	440	8	7	13,038
Wisconsin ditto.....	1	3	..	..	..	..	4	1	1	1	2	1	..	10	4
Iowa ditto.....	1	3	..	..	..	..	6	1	5	3	1	..	..	..	6
District of Columbia.....	598	747	338	275	96	4	2,058	630	977	498	370	158	3	2,636	2,058
Total.....	422,599	391,131	235,373	145,264	51,288	753	1,246,408	421,470	390,075	239,787	139,201	49,692	840	1,240,805	1,246,408

POPULATION OF CITIES AND TOWNS, ARRANGED BY PROFESSOR TUCKER.

The proportion between the rural and town population of a country, is an important fact in its interior economy and condition. "It determines, in a great degree, its capacity for manufactures, the extent of its commerce, and the amount of its wealth. The growth of cities commonly marks the progress of intelligence and the arts, measures the sum of social enjoyment, and always implies increased mental activity, which is sometimes healthy and useful, sometimes distempered and pernicious. If these congregations of men diminish some of the comforts of life, they augment others: if they are less favourable to health than the country, they also provide better defences against disease, and better means of cure. From causes both physical and moral, they are less favourable to the multiplication of the species. In the eyes of the moralist, cities afford a wider field both for virtue and vice; and they are more prone to innovation, whether for good or evil. The love of civil liberty is, perhaps, both stronger and more constant in the country than the town; and if it is guarded in the cities by a keener vigilance and a more far-sighted jealousy, yet law, order, and security, are also, in them, more exposed to danger, from the greater facility with which intrigue and ambition can there operate on ignorance and want. Whatever may be the good or evil tendencies of populous cities, they are the result to which all countries, that are at once fertile, free, and intelligent, inevitably tend."

The following table shows the population of the towns in the United States, of 10,000 inhabitants and upwards, in 1820, 1830, and 1840; their decennial increase, and the present ratio of the town population, in each state, to its whole population:—

TOWNS.	STATES.	Population of Towns in			Decennial Increase.		Ratio of Town Population, per cent.
		1820	1830	1840	1830	1840	
Portland	Maine	8,581	12,601	15,218	63.9	20.8	3.
Boston	Massachusetts	43,298	61,392	93,383	41.8	52.1	
Lowell*	Ditto .....	.....	6,471	20,796	.....	221.2	
Salem	Ditto	11,346	13,836	15,082	21.9	9.1	
New Bedford	Ditto	3,947	7,592	12,087	92.3	59.2	
Charlestown	Ditto	6,391	8,783	11,484	33.3	30.7	
Springfield	Ditto	3,914	6,784	10,985	73.3	61.9	22.2
Providence	Rhode Island	11,767	16,333	163,817	.....	.....
New Haven	Connecticut	7,147	10,180	23,171	43.4	37.7	21.3
New York	Ditto	123,706	202,589	12,960	42.4	21.3	4.18
Brooklyn	Ditto	7,115	15,396	36,243	63.8	14.7	
Albany	Ditto	22,630	21,218	33,721	114.6	135.3	
Rochester	Ditto	1,767	9,267	20,191	91.9	39.1	
Troy	Ditto	5,264	11,105	19,331	42.1	119.	
Saratoga	Ditto	2,095	8,668	18,213	116.6	69.6	
Utica	Ditto	2,972	10,183	12,782	313.7	110.	
Newark	New Jersey	6,367	10,953	17,200	212.6	25.5	18.0
Philadelphia	Pennsylvania	119,325	161,427	205,580	68.3	57.8	4.6
Pittsburg and Alleghany	Ditto	10,000	18,000	31,204	36.1	25.6	
Baltimore	Maryland	63,738	80,625	287,054	80.	73.3	13.7
Richmond	Virginia	12,067	16,060	102,313	28.5	26.8	21.7
Petersburg	Ditto	6,690	8,322	20,153	33.1	25.5	
Norfolk	Ditto	8,478	9,816	11,136	20.6	33.8	
Charleston	South Carolina	24,780	430,289	42,269	18.4	11.2	3.4
Savannah	Georgia	7,323	11,211	20,261	22.2	.....	4.0
Mobile	Alabama	1,500	3,194	11,211	.....	51.	1.8
New Orleans	Louisiana	27,178	40,082	12,672	112.9	206.7	2.1
Louisville	Kentucky	4,012	10,196	102,193	68.6	121.7	29.
St. Louis	Missouri	4,127	6,694	21,210	154.	108.	2.7
Cincinnati	Ohio	4,612	21,831	16,469	62.4	146.	4.3
Washington	District of Columbia	13,247	21,831	46,338	157.5	86.0	3.
.....	.....	.....	18,227	23,564	40.8	28.2	
31 Towns.	10 States.	570,010	878,300	1,320,037	54.	51.3	7.70

* Lowell had no existence before 1822.

† The decline of population here indicated, was the effect of very destructive years.

"It appears, from the preceding table, that the population in all the towns of the United States, containing 10,000 inhabitants and upwards, is something more than one-thirtieth

Towns.	Pop.	Towns.	Pop.	Towns.	Pop.	Towns.	Pop.
Pottsville	4,345	Lynchburg	6,395	Vicksburg	3,104	Mount Vernon	2,362
Krie	3,412	Frederickburg	3,074	.....	.....	Circleville	2,329
Chambersburg	3,229	Winchester	3,434	Total	7,904	Springfield	2,002
Norristown	2,939	Total	28,185	LOUISIANA.		Total	43,900
West Chester	2,152	NORTH CAROLINA.		Lafayette	3,207	INDIANA.	
Washington	2,062	Wilmington	4,744	Baton Rouge	2,209	New Albany	4,226
Lewistown	2,058	Fayetteville	4,285	Total	5,476	Madison	3,798
Total	56,999	Newbern	3,090	TENNESSEE.		Indianapolis	2,692
DELAWARE.		Raleigh	2,444	Nashville	6,929	Richmond	2,070
Wilmington	8,307	Total	15,163	Knoxville	3,500	Total	12,786
Dover	3,790	SOUTH CAROLINA.		Total	10,420	ILLINOIS.	
Newcastle	2,737	Columbia	4,340	KENTUCKY.		Chicago	4,470
Total	14,894	GEORGIA.		Lexington	6,997	Springfield	2,579
MARYLAND.		Augusta	6,403	Mayesville	2,741	Alton	2,340
Fredericktown	7,179	Macon	3,927	Covington	2,026	Quincy	2,319
Hagerstown	5,132	Columbus	3,114	Frankfort	2,000	Total	11,708
Annapolis	2,792	Milledgeville	2,095	Total	13,764	MICHIGAN.	
Cumberland	2,428	Total	15,530	OHIO.		Detroit	9,102
Total	17,531	ALABAMA.		Cleveland	6,071	FLORIDA.	
DIST. OF COLUMBIA.		Montgomery	2,179	Dayton	6,067	St. Augustine	2,453
Alexandria	8,459	Fuscaloosa*	2,000	Columbus	6,048	Total of inhabitants in	
Georgetown	7,312	Total	4,179	Zanesville	4,726	towns of between	
Total	15,771	MISSISSIPPI.		Stenbenville	4,247	10,000 and 2,000	
VIRGINIA.		Natchez	4,800	Chillicothe	4,272	each	991,590
Wheeling	7,885			Lancaster	2,705		
Portsmouth	6,477			Newark			

* This town, the seat of government in Alabama, had a population of but 1919 when the census was taken.

† The population of this town is not given in the census.

‡ This town, the seat of government in Kentucky, had a population of but 1917 when the census was taken.

TABLE of the aggregate Town Population in each State, and of its ratio to the whole Population of the State.

S T A T E S, &c.	Population of Towns.		TOTAL.	Ratio to whole Population.
	Of 10,000 inhabitants and upwards.	Between 10,000 & 2,000 inhabitants.		
Maine	15,218	107,937	123,155	24.5
New Hampshire	55,459	55,459	55,459	19.4
Vermont	31,010	31,010	31,010	10.6
Massachusetts	163,817	225,553	389,370	52.7
Rhode Island	23,171	42,000	65,171	60.4
Connecticut	12,960	112,808	125,768	37.9
New England States	215,160	574,767	789,933	35.3
New York	453,184	92,217	545,401	22.4
New Jersey	17,290	34,477	51,767	13.8
Pennsylvania	237,054	56,909	294,053	17.3
Delaware	14,894	14,894	14,894	19.
Maryland	102,313	17,531	119,844	25.5
District of Columbia	23,364	15,771	39,135	
Middle States	833,205*	231,889	1,065,094	20.8
Virginia	42,209	28,185	70,394	6.6
North Carolina	15,163	15,163	15,163	2.
South Carolina	29,261	4,340	33,661	5.6
Georgia	11,214	15,539	26,753	3.8
Florida		2,453	2,453	4.5
Southern States	82,684	65,680	148,364	4.4
Alabama	12,672	4,179	16,851	2.8
Mississippi	7,004	7,004	7,004	2.1
Louisiana	102,193	5,476	107,669	30.5
Arkansas		10,429	10,429	1.2
Tennessee				
South-western States	114,865	27,988	142,853	6.6
Missouri	16,469		16,469	4.3
Kentucky	21,210	13,764	34,974	4.5
Ohio	40,338	43,906	90,244	5.9
Indiana		12,786	12,786	1.8
Illinois		11,708	11,708	2.4
Michigan		9,102	9,102	4.3
North-western States	84,017	91,266	175,283	4.2
Total	1,329,937	991,590	2,321,527	13.6

The Population of each State and Territory, as exhibited by Six Enumerations in Fifty Years, with its Decennial Rate of Increase during the same period.

STATES.	POPULATION.						DECENNIAL INCREASE.				
	1790	1800	1810	1820	1830	1840	1800	1810	1820	1830	1840
Maine.....	90,340	151,719	228,705	298,335	398,455	501,793	57.1	50.7	30.4	24.7	25.7
New Hampshire.....	141,890	183,762	214,380	244,161	290,398	284,574	29.5	16.6	13.9	10.2	5.7
Vermont.....	85,416	154,465	217,713	235,764	280,652	291,948	80.6	41.1	8.2	19.1	4.1
Massachusetts.....	378,717	423,245	472,040	523,287	610,408	737,699	11.6	11.6	10.9	16.6	23.9
Rhode Island.....	69,110	69,122	77,031	83,059	97,199	108,840	0.4	11.2	8.1	17.1	11.9
Connecticut.....	238,141	251,002	262,042	275,202	297,675	309,978	5.4	4.3	5.1	8.1	3.9
	1,009,823	1,233,315	1,471,891	1,659,808	1,954,717	2,231,822	21.1	19.3	12.8	17.8	14.3
New York.....	340,120	586,756	959,049	1,372,812	1,918,608	2,428,921	72.3	63.6	43.1	39.7	22.8
New Jersey.....	184,139	211,949	245,555	277,571	320,823	373,306	14.6	10.3	13.1	15.5	10.4
Pennsylvania.....	434,373	602,365	810,091	1,049,458	1,344,233	1,724,033	38.6	34.4	29.5	28.5	27.9
Delaware.....	59,096	61,273	72,074	72,749	76,748	78,085	8.7	13.1	0.1	5.5	1.7
Maryland.....	319,728	311,548	340,540	407,350	447,040	470,019	9.3	8.8	7.7	9.7	5.1
District of Columbia.....	..	..	24,023	33,039	39,831	44,712	..	61.1	37.7	20.5	9.3
	1,337,156	1,820,984	2,491,538	3,212,983	4,151,286	5,118,070	36.2	36.8	28.9	29.2	23.3
Virginia.....	748,408	880,200	974,622	1,065,379	1,211,405	1,239,797	16.5	9.9	9.3	13.7	2.4
North Carolina.....	393,751	471,103	555,500	638,829	737,987	753,419	21.3	16.2	15.3	15.5	2.1
South Carolina.....	249,073	345,591	415,115	502,471	581,188	591,398	38.7	20.1	18.1	15.6	2.3
Georgia.....	82,548	162,110	252,433	340,987	516,823	691,398	79.1	55.1	35.1	51.6	33.9
Florida.....	..	..	..	..	34,730	51,477	..	..	..	..	47.1
	1,473,680	1,865,995	2,197,670	2,547,036	3,082,130	3,333,483	26.0	17.8	15.9	21.1	8.2
Alabama.....	..	..	..	141,317	309,327	590,756	..	..	..	142.1	90.9
Mississippi.....	..	8,850	40,352	75,448	136,021	375,651	..	350.1	87.1	81.1	175.1
Louisiana.....	..	..	76,556	153,407	215,739	352,411	..	..	100.4	40.6	61.6
Arkansas.....	..	..	..	14,273	30,388	97,574	..	..	..	112.8	221.1
Tennessee.....	35,791	105,602	261,727	422,813	681,904	829,210	200	47.8	61.5	61.3	21.6
	35,791	114,452	378,635	810,258	1,371,179	2,245,602	219.8	230.8	114.1	69.6	63.1
Missouri.....	..	..	20,845	66,586	140,455	383,702	..	..	219.5	102.9	173.2
Kentucky.....	73,077	220,955	406,511	594,317	687,917	779,829	200	83.9	38.8	21.9	13.4
Ohio.....	..	45,365	239,760	581,434	947,903	1,519,167	..	408.7	151.9	61.3	62.1
Indiana.....	..	4,875	21,520	147,178	343,031	685,806	..	402.9	400.2	133.1	99.9
Illinois.....	..	..	12,282	55,211	157,445	476,183	..	..	349.5	185.1	202.4
Michigan.....	..	..	4,762	8,896	31,639	212,267	..	..	86.1	255.0	555.6
Wisconsin.....	..	..	..	..	..	30,045	..	..	..	..	..
Iowa.....	..	..	..	..	..	43,112	..	..	..	..	..
	74,077	271,195	699,680	1,423,022	2,298,390	4,131,370	271.1	158	104.4	61.5	79.7
	3,929,827	5,305,925	7,239,811	9,634,131	12,866,020	17,069,453	35.02	26.45	33.36	33.20	33.67

The states and territories naturally arrange themselves into five divisions, which are separated not only by their geographical position, but also, with few exceptions, in their modes of industry and commercial intercourse.

DIVISIONS.	Increased Population, from August 1st, 1790, in				
	10 Years.	20 Years.	30 Years.	40 Years.*	50 Years.*
1. The New-England States.....	122.4	145.8	164.4	193.6	221.8
2. The Middle States, with District of Columbia.....	136.2	186.3	240.2	310.4	389.7
3. The Southern States, with the Territory of Florida.....	126.6	149.1	172.9	209.1	226.1
4. The South-western States.....	319.8	1,058.	2,264.	3,839.	6,174.
5. The North-western States, with the Territories of Wisconsin and Iowa.....	371.6	837.5	1,948.	3,145.	5,054.
Total of the United States.....	135.	184.2	245.3	327.4	434.5

* By the change of the day of taking the census from the 1st of August to the 1st of June, the periods referred to in the two last columns want two months of the terms mentioned.

The great disparity exhibited in the preceding table between the ratio of increase in the three first divisions, which comprise the thirteen original states, and that of the two western divisions, is chiefly to be attributed to migration, the Atlantic states losing more than they gain by emigrants, and the western states acquiring largely both from foreign and domestic emigration.

DISTRIBUTION of the Population into the Three Classes of Whites, Free Persons of Colour, and Slaves, at each Census; with the Decennial Increase of each Class.

CLASSES.	1790	1800	1810	1820	1830	1840	Decennial Increase per cent in				
							1800	1810	1820	1830	1840
Whites.....	3,172,404	4,304,489	5,802,004	7,872,711	10,537,373	14,189,555	35.7	36.2	34.3	33.8	34.7
Free Coloured.....	59,466	108,395	186,440	238,197	319,599	880,318	32.3	72.2	27.7	34.2	20.9
Slaves.....	697,897	893,041	1,191,804	1,543,688	2,090,043	2,487,355	27.9	23.1	29.6	30.1	23.8
Total free.....	3,231,930	4,412,884	6,044,450	8,110,908	10,856,972	14,575,903	30.4	37.	34.1	33.7	34.1
Total coloured.....	757,363	1,001,436	1,377,810	1,781,885	2,328,042	2,873,708	32.2	37.6	29.3	30.6	23.4

The total increase of the three classes in fifty years, has been, of whites, as 100 to 447.3; of free coloured, as 100 to 649.7; of slaves, as 100 to 356.4; of the whole coloured, as 100 to 379.4.

RELATIVE Proportions of the Three Classes, at each Census.

CLASSES.	1790	1800	1810	1820	1830	1840
Whites.....	80.7	81.1	81.	81.5	81.9	83.1
Free Coloured.....	1.5	2.1	2.0	2.5	2.5	3.3
Slaves.....	17.8	16.8	16.4	16.	15.6	14.0

THE PROPORTION BETWEEN THE SEXES.

NUMBERS of the two Sexes, and the relative Proportion of one to the other, as exhibited by each Census, were as follows:—

CLASSES.	1790		1800		1810		1820		1830		1840	
WHITES.		AS		AS		AS		AS		AS		AS
Males.....	1,015,625	100	2,204,421	100	2,987,571	100	4,001,064	100	5,355,133	100	7,249,266	100
Females.....	1,556,839	96.3	2,100,068	95.3	2,874,433	90.2	3,871,647	90.8	5,171,115	96.6	6,940,161	95.7
FREE COLOURED.												
Males.....							112,734		153,453		186,467	
Females.....							125,463	111.3	166,146	108.3	199,778	107.1
SLAVES.												
Males.....							788,028		1,012,323		1,246,517	
Females.....							755,660	95.9	906,220	98.4	1,240,938	99.

It appears by the preceding table, that while both in the white and the slave population, the males always exceed the females, commonly between three and four per cent, in the free coloured portion the females exceed the males from seven to eleven per cent. This diversity is to be ascribed principally to the roving habits of the free class, many of whom take to a seafaring life, and some travel and even settle abroad.

It will be also perceived, that there was, both in 1830 and 1840, a greater preponderance of males on the part of the whites than of the slaves, owing partly to the excess of males, of the white emigrants from Europe, and partly to the diminution of male slaves by running away.

Of the whites, the excess of males was the greatest in 1800; being to the females as 100 to 95.3. This was probably owing to the great number of French emigrants who thronged to the United States about the close of the last century. A similar flow of emigrants from Europe, between 1830 and 1840, has caused the like excess of white males, that is shown by the last census.

NUMBER of Emigrants which have arrived in the United States during the following Years.

Years.	Americans.	Foreigners.
1831	1,256	15,713
1832	1,155	34,970
1833	1,251	58,262
1834	2,114	64,916
1835	3,320	45,444
1836	4,029	76,923
1837	3,813	79,205
1838	3,964	42,731
1839	4,171	70,494
1840	5,810	85,338
Total	30,883	574,996

It appears, however, that this account, though far more accurate than any preceding it, is not free from errors, some of which are considerable. Thus, the numbers of foreigners in the preceding statement for 1831 and 1832, are set down at 15,713 and 34,970, making together 50,683; whereas the number who arrived in New York alone in those years, was 80,328. If to this number we add one-fourth for the ordinary proportion arriving at other ports, we shall have 107,104, thus showing omissions in those two years amounting to 56,421. The omissions in the subsequent years are believed to be comparatively small. Correcting, then, these errors, the whole number of emigrants who arrived at all the ports in the United States from all parts of the world, between 1830 and 1840, would be 631,417. Allowing the number of those who left New York for Canada to be in the same proportion as before, that is, as 38,000 to 324,750, we have 58,690 for the number of persons thus migrating in the whole ten years. Deducting this number, and 100,000 for the emigration of American citizens to Texas and Canada, from 631,417, we have 472,727 for the whole gain to the white population by immigration in the same period.

“Applying these principles, and dividing the supposed number of emigrants in the two first decennial terms (120,000), into 50,000 for the first term, and 70,000 for the second, the number, with their increase at each term, would be as follows:

From 1790 to 1800—number of emigrants	50,000	
Increase, 20 per cent on 40,000	8,000	58,000
From 1800 to 1810—number of emigrants	70,000	
Increase, 20 per cent on 60,000	12,000	82,000
From 1810 to 1820—number of emigrants	114,000	
Increase, 20 per cent on 97,000	19,400	133,400
From 1820 to 1830—number of emigrants	200,000	
Increase, 20 per cent on 157,000	31,400	231,400
From 1830 to 1840—number of emigrants	472,727	
Increase, 20 per cent on 336,363	67,273	540,000

“Thus, while the whole population had, in 50 years, increased about fourfold, the average annual immigration had increased more than nine-fold in the same time.

“These rates of decennial increase since 1810, compared with that between 1790 to 1800, show the loss by emigration, exclusive of their probable increase at each term, as follows:—

	Emigrants.
From 1810 to 1820, the decrease (32.2—29.3) is 2.9 per cent =	29,300
„ 1820 to 1830, „ (32.2—30.7) is 1.5 „ =	20,600
„ 1830 to 1840, „ (32.2—23.4) is 8.8 „ =	204,900

"From the number in the last decennial term, a considerable deduction should be made for the extraordinary mortality of the slaves sent to Alabama, Mississippi, and Louisiana, during a part of the term, and, perhaps, their slower rate of increase. The census shows an increase of the slaves in those three states, between 1830 and 1840, of 324,399 on a population of 292,796, which is 230,000 more than the probable natural increase; and it is known that, during a part of the term, disease made frightful ravages among the negroes brought from other states. The remainder of the 204,900 is to be referred to emigrations to Texas, and to the unusual number both of the free coloured and slaves, who betook themselves to Canada in the ten years preceding 1840.

"In conclusion, we may say that, without attempting a computation in which we must yet further rely on conjecture, the facts here stated are sufficient to satisfy us that, after deducting what the country has lost by emigration, the foreign emigrants and their descendants in fifty years, now add above a million to its population."

TABLE showing the Number of White Females, of White Children under Ten Years of Age, and of Persons to a Square Mile, in Twenty States, in 1800 and 1840; the Proportion of Children to Females, at the same periods; the Increase in the Number of Persons, and the Decrease in the Proportion of Children during the Forty Years; and the Average Decrease in Ten Years.

STATES.	Years.	Females.	Children under 10.	Persons to a sq. mile.	Increase of Persons.	Proportion of Children.	Decrease of Proportion.	Decrease in 10 Years.
Maine.....	1800	74,069	54,869	5.	11.7	74	13.9	3.4
	1840	247,449	148,846	16.7		60.1		
New Hampshire.....	1800	91,740	60,465	19.9	11.	65.9	17.4	4.3
	1840	145,032	70,387	30.9		48.5		
Vermont.....	1800	74,580	57,692	15.7	14.	77.3	22.	5.5
	1840	144,440	80,111	29.7		55.3		
Massachusetts.....	1800	211,299	124,560	48.3	36.	58.9	12.	3.
	1840	368,351	173,037	84.3		46.9		
Rhode Island.....	1800	33,579	19,468	53.1	30.6	57.9	11.1	2.8
	1840	54,225	25,384	83.7		46.8		
Connecticut.....	1800	123,528	73,082	49.2	11.5	59.6	12.0	3.2
	1840	153,556	71,783	60.7		46.7		
New York.....	1800	238,587	193,840	11.9	35.7	73.7	17.6	4.4
	1840	1,171,533	681,091	47.6		38.1		
New Jersey.....	1800	95,000	67,402	28.2	21.	70.5	11.4	2.8
	1840	211,533	103,302	49.2		59.1		
Pennsylvania.....	1800	281,627	270,233	12.6	23.9	71.2	8.2	2.
	1840	831,345	521,189	36.5		63.		
Delaware.....	1800	24,819	15,878	29.2	6.2	68.3	4.5	1.1
	1840	20,302	17,406	35.4		59.4		
Maryland.....	1800	105,676	69,648	30.6	11.5	65.9	7.5	1.9
	1840	159,400	93,072	42.1		58.4		
Virginia.....	1800	232,151	179,701	11.7	6.9	71.3	6.3	1.6
	1840	369,745	240,343	18.6		65.		
North Carolina.....	1800	166,116	123,191	9.6	5.6	73.5	7.3	1.8
	1840	244,833	162,282	15.2		66.2		
South Carolina.....	1800	95,339	72,075	10.8	7.9	75.6	8.3	2.
	1840	128,588	86,506	18.7		67.3		
Georgia.....	1800	48,298	38,248	2.6	8.6	81.1	4.9	1.2
	1840	197,161	150,317	11.7		76.2		
Mississippi.....	1800	2,262	1,962	.2	5.9	86.7	7.	1.7
	1840	81,818	65,269	6.1		79.7		
Tennessee.....	1800	44,520	37,677	2.6	18.	84.6	10.2	2.5
	1840	315,193	234,700	20.6		74.4		
Kentucky.....	1800	85,915	72,234	5.4	13.8	83.9	12.	3.
	1840	230,064	204,978	19.2		71.9		
Ohio.....	1800	20,695	16,276	1.1	37.1	88.7	15.4	3.8
	1840	776,762	509,088	38.2		73.3		
Indiana.....	1800	2,003	1,645	.1	18.7	82.1	6.	1.5
	1840	325,925	248,327	18.8		76.1		

* As the number of females is very nearly one-half of the population, one-half the numbers in this column may be taken as the several proportions of the children to the whole population in each state.

The following Table gives the same comparative view of the preceding Twenty States, when comprehended under five divisions, viz :—

LOCAL DIVISIONS.	Years.	*Females.	Children under Ten.	Persons to a Square Mile.	Increase of Persons.	Proportion of Children.	Decrease of Proportion.	Decrease in Ten Years.
New England States	1800	608,795	286,723	19.2	15.6	63.5	12.4	3.1
	1840	1,113,453	550,248	34.8		51.1		
Middle States	1800	784,068	534,783	15.3	25.3	70.7	15.	3.75
	1840	2,581,948	1,327,362	43.4		55.7		
Southern States	1800	561,504	412,276	8.9	7.	73.	6.8	1.6
	1840	940,317	637,610	15.9		67.8		
South-western States of Mississippi and Tennessee	1800	40,791	28,639	1.3	19.4	77.6	2.1	0.5
	1840	397,011	299,909	13.7		75.5		
North-western States of Kentucky, Ohio, and Indiana	1800	108,513	92,135	2.3	23.2	84.9	11.1	3.8
	1840	1,303,351	962,193	25.5		73.8		

The natural increase of the population is inversely as its density; and this is apparent, whether we compare the increase of the same state at different periods, or the increase of one state or one division with another. Thus, in New England, where, with the exception of Maine, which is comparatively a newly-settled state, the population is most dense, averaging 50 to a square mile, the proportion of children is the smallest, 48.8 per cent of the females; in the middle states, the population is 43.6 to a square mile, and the proportion of children 55.7 per cent; in the southern states, the population is 15.7 persons to the square mile, and the proportion of children 67.8 per cent; in the south-western states, the population is 13.7 persons to the square mile, and the proportion of children 75.5 per cent; and if the north-western states seem to be an exception to the rule, in having a greater proportion of children than the southern states, while they have also a denser population by 9.6 persons to the square mile, it is owing to the extraordinary fertility of those states, whereby 25 persons to the square mile does not indicate so great a relative density as 16 to the square mile in the southern states.

This rule of the rate of natural increase acts so uniformly, that we may perceive the falling off in the rate, not only in 40 years, as we have seen, but also in each decennial term, of which the largest states in the five great divisions may serve as examples; viz.,

STATES.	Proportion of Children under 10 per cent.				
	1800	1810	1820	1830	1840
Massachusetts	58.9	57.6	53.	48.	46.9
New York	75.7	72.8	67.2	63.2	58.1
Virginia	71.2	69.6	68.	66.4	65.
Tennessee	84.6	82.9	78.8	78.	74.4
Ohio	88.7	83.1	79.	74.2	73.3

What is true in these states will be found true in the others; and there are not more than two or three cases, out of near a hundred, in which the comparison can be made, that the proportion of children, and consequently the rate of increase, is not less at each census than at the census preceding.

When we perceive the causes of the diminution of increase operating so steadily, and so independently of the greater or less facility of procuring subsistence, we are warranted in assuming that the diminution will continue to advance at the same moderate rate it has hitherto done, until all the vacant territory in the United States is settled, after which, another law of diminution and an accelerated rate may be expected to take place.

In conformity with the preceding views, we may conclude that the future increase of the population of the United States will not greatly differ from the following series during the next half century, if immigration continues to advance as it has done; viz.,

1850.	1860."	1870.	1880.	1890.	1900.
32 p. cent.	31.3 p. cent.	30.5 p. cent.	29.6 p. cent.	28.6 p. cent.	27.5 p. cent.
22,400,000	29,400,000	38,300,000	49,600,000	63,000,000	80,000,000

If, however, immigration were to continue as it is, or have but a moderate increase, the ratios of increase might be thus reduced:—

1850.	1860.	1870.	1880.	1890.	1900.
31.8 p. cent.	30.9 p. cent.	30 p. cent.	29 p. cent.	27.9 p. cent.	26.8 p. cent.
92,000,000	28,800,000	36,500,000	46,500,000	59,800,000	74,000,000

At which time the population will not exceed the average density of from 35 to 40 persons to the square mile, after making ample allowance for the Rocky Mountains and the tract of desert lying at their eastern base.

The preceding estimates suppose a slower rate of increase than has been commonly assumed in our political arithmetic, and, for a part of the time, even by those who have set the lowest limit to our future numbers; but this rate cannot be much augmented without overlooking some of the facts or laws deducible from our past progress, or gratuitously assuming some new and more favourable circumstances in our future progress. The lowest estimate, however, ought to satisfy those whose pride of country most looks to its physical power; for, at the reduced rate of increase supposed, our population would, in a century from this time, or a little more, amount to 200,000,000, and then scarcely exceed the present density of Massachusetts, which is still in a course of vigorous increase. In these estimates, the increase of the coloured population is supposed likely to continue as it has been, or with such small changes as will not materially vary the result.

Though the natural increase of the free coloured class is less than that of the slaves or the whites, yet, by its accessions from emancipation, its actual increase is far greater than that of either of the other two classes, as may be thus seen in the following:

TABLE, showing the Increase of the White and the Coloured Population in the Slaveholding States.

CLASS.	1790	1800	1810	1820	1830	1840	Decennial Increase per cent in				
							1800	1810	1820	1830	1840
Whites	1,271,692	1,702,080	2,208,785	2,812,311	3,660,758	4,631,098	33.9	29.7	28.7	28.8	26.5
Free Coloured	32,635	61,211	88,678	135,294	182,070	211,889	87.7	44.8	52.6	37.7	16.1
Slaves	657,047	1,897,095	1,163,754	1,524,220	1,996,758	2,486,226	30.4	35.8	31.0	31.6	21.5

The increase in the whole 50 years has been as follows:—

Whites, as 100 to	364.2
Free coloured, „	649.3
Slaves, „	378.4
Total coloured, „	391.2

THE INCREASE OF THE ATLANTIC AND WESTERN SLAVEHOLDING AND NON-SLAVEHOLDING STATES COMPARED.

The several states and territories have been differently divided, according to circumstances. Sometimes they are classed, as we have seen, under five divisions, as they severally agree in climate, products, and in the prevailing habits and pursuits of their people. Sometimes, again, they are divided into Atlantic and western states; and lastly, into slaveholding and non-slaveholding states.

The following tables show the population, area, number of persons to the square mile, and increase at each enumeration since 1810, of the four divisions, composed of the Atlantic and western states, slaveholding and non-slaveholding:

ATLANTIC STATES.

LOCAL DIVISIONS.	Population in				Area— Square Miles.	Number to a Square Mile.	Increase per cent in		
	1810	1820	1830	1840			10 yrs.	20 yrs.	30 yrs.
I.—Non-Slaveholding States.									
Maine	228,705	298,335	309,455	501,703	32,000	15.6			
New Hampshire	214,360	244,161	269,328	284,574	9,200	30.9			
Vermont	217,713	235,764	280,052	291,948	9,800	29.8			
Massachusetts	472,040	523,287	610,406	737,099	8,750	86.5			
Rhode Island	77,031	83,059	97,109	168,830	1,300	83.7			
Connecticut	262,042	275,202	297,675	369,978	5,100	60.8			
New York	959,049	1,372,812	1,918,606	2,428,921	49,000	49.5			
New Jersey	245,555	277,575	320,823	373,366	7,500	49.7			
Pennsylvania	810,091	1,049,438	1,348,233	1,724,033	47,500	36.6			
Total	3,486,586	4,369,653	5,542,381	6,761,082	170,150	39.4	22.	55.	94.
II.—Slaveholding States.									
Delaware	72,674	72,749	76,748	78,085	2,200	33.5			
Maryland	380,846	407,350	447,040	470,019	11,150	42.			
District of Columbia	24,823	33,039	39,831	43,712	100	43.7			
Virginia	974,022	1,065,310	1,211,405	1,250,797	66,020	14.6			
North Carolina	555,500	639,829	737,987	753,419	49,500	15.2			
South Carolina	415,115	502,741	581,185	594,398	31,750	18.7			
Georgia	252,433	340,987	510,823	691,392	61,500	11.2			
Florida	—	—	34,730	54,477	55,680	.9			
Total	2,674,913	3,061,074	3,645,792	3,925,299	278,500	14.1	5.3	25.3	43.5

WESTERN STATES.

LOCAL DIVISIONS.	Population in				Area— Square Miles.	Number to a Square Mile.	Increase per cent in		
	1810	1820	1830	1840			10 yrs.	20 yrs.	30 yrs.
III.—Slaveholding States.									
Louisiana	76,556	153,407	215,739	352,411	40,300	7.1			
Mississippi	40,332	75,448	136,621	375,651	47,680	7.8			
Alabama .....	.....	141,317	309,327	500,766	52,900	11.1			
Arkansas .....	.....	14,273	30,888	97,574	55,000	1.7			
Tennessee	261,727	422,813	681,004	829,210	40,200	20.0			
Missouri	20,840	60,586	140,455	383,702	65,500	6.8			
Kentucky	406,511	504,317	687,917	779,828	40,500	19.2			
Total	805,991	1,441,161	2,202,551	3,409,132	351,080	9.4	54.8	136.	323.
IV.—Non-Slaveholding States.									
Ohio	230,760	581,434	937,903	1,519,467	39,750	38.2			
Indiana	24,520	147,178	343,031	685,866	30,500	18.8			
Illinois	12,282	55,211	157,445	470,183	57,000	8.2			
Michigan	4,702	8,896	31,639	212,267	50,700	3.1			
Wisconsin .....	.....	.....	.....	30,945	95,000	.3			
Iowa .....	.....	.....	.....	43,112	200,000	.2			
Total	272,324	802,719	1,470,018	2,967,840	488,850	7.	102.	269.	1090.

ATLANTIC AND WESTERN STATES.—SLAVEHOLDING AND NON-SLAVEHOLDING STATES.

							Decennial increase in		
	1820	1830	1840				1820	1830	1840
Atlantic States	6,161,409	7,426,727	9,188,133	10,086,391	448,550	23.8	20.4	28.6	16.5
Western States	1,078,315	2,243,880	3,672,509	6,376,972	820,930	7.0	108.1	69.7	73.6
Non-Slaveholding States	3,758,970	5,162,372	7,019,300	9,728,922	650,000	14.7	37.3	35.8	38.7
Slaveholding States	2,402,904	4,502,333	5,848,308	6,357,469	620,580	11.6	29.3	29.9	25.4

TABLE I.—Showing the Number of Persons engaged in Agriculture, Commerce, and Manufactures in the several States, according to the Census of 1820.

STATES AND TERRITORIES.	Agriculture.	Commerce.	Manufactures.	STATES AND TERRITORIES.	Agriculture.	Commerce.	Manufactures.
Maine	55,031	4,297	7,643	South Carolina	106,707	2,684	6,747
New Hampshire	62,384	1,068	8,099	Georgia	101,185	2,139	3,557
Vermont	50,951	779	8,484	Southern States	718,510	11,883	54,494
Massachusetts	63,460	13,301	33,464	Alabama	30,642	452	1,412
Rhode Island	12,560	1,162	6,091	Mississippi	22,033	294	650
Connecticut	50,518	3,581	17,541	Louisiana	53,941	6,251	6,041
New England States	284,003	24,185	81,922	Tennessee	101,019	882	7,960
New York	247,648	9,113	60,038	Arkansas	3,613	79	179
New Jersey	40,812	1,830	15,941	South-western States	212,148	7,958	16,142
Pennsylvania	140,801	7,093	60,215	Kentucky	132,161	1,617	11,779
Delaware	12,259	533	2,821	Ohio	110,991	1,459	18,956
Maryland	79,135	4,771	18,640	Indiana	61,315	429	8,229
District of Columbia	853	312	2,184	Illinois	12,395	233	1,607
Middle States	522,508	23,842	159,839	Missouri	14,247	495	1,832
Virginia	276,422	4,509	32,330	Michigan	1,466	392	196
North Carolina	174,196	2,551	11,844	North-western States	332,577	4,625	37,110
Total of United States	2,070,646	72,493	349,506				

NAME OF STATE, &c.	Number of Persons employed in								Deaf and dumb, blind, and insane white persons.					Deaf, dumb, blind, and insane colored persons.				
	Mining.	Agriculture.	Commerce.	Manufactures and trades.	Navigation of the ocean.	Navigation of canals, lakes, and rivers.	Learned pro- fessions and engineers.	Number of pensioners for revolutionary or military services.	Deaf and dumb.			Insane and idiots.		Deaf, dumb, & blind.		Insane and idiots.		
									Under 14.	14 and under 25.	25 and upwards.	Blind.	At public charge.	At private charge.	Deaf and dumb.	Blind.	At private charge.	At public charge.
Maine.....	36	101,630	2,021	21,870	10,091	839	1,889	1,400	47	73	102	180	207	330	13	10	56	38
New Hampshire.....	13	77,949	1,370	17,856	452	108	1,640	1,408	43	41	97	153	180	306	9	3	8	11
Massachusetts.....	499	87,837	8,003	85,176	27,153	372	3,804	2,462	56	63	154	308	471	600	17	22	27	173
Rhode Island.....	35	16,017	1,348	21,271	1,717	228	457	601	15	25	34	68	117	86	3	1	8	5
Connecticut.....	151	56,955	2,743	27,932	2,700	431	1,697	1,660	60	141	108	143	114	384	8	13	20	24
Vermont.....	77	74,150	1,303	13,171	41	146	1,563	1,320	27	19	89	101	144	251	2	2	6	4
New York.....	1,808	455,954	29,408	173,163	5,511	10,167	14,111	4,089	269	302	408	875	683	1,463	68	91	138	56
New Jersey.....	256	56,701	2,283	27,064	1,143	1,625	1,627	472	33	29	102	126	144	225	15	26	46	27
Pennsylvania.....	4,603	207,533	15,338	105,883	1,815	3,951	6,706	1,251	225	225	331	540	469	1,477	51	96	132	55
Delaware.....	5	16,015	407	4,000	401	235	109	4	18	15	12	15	22	30	8	18	21	7
Maryland.....	313	69,851	3,249	21,325	721	1,519	1,647	94	43	58	77	108	133	254	66	91	99	42
Virginia.....	1,005	318,771	6,301	54,147	682	2,952	3,866	993	133	111	200	426	517	731	150	460	226	58
North Carolina.....	589	217,095	1,734	14,322	327	379	1,080	600	82	80	118	223	152	428	74	167	192	29
South Carolina.....	51	196,343	1,058	10,325	381	348	1,481	318	40	41	59	134	91	285	78	156	121	16
Georgia.....	574	209,383	2,428	7,084	202	352	1,250	325	78	62	53	136	51	243	64	151	106	26
Alabama.....	98	177,439	2,212	7,195	250	756	1,514	102	72	53	48	113	39	153	58	96	100	25
Mississippi.....	14	139,724	1,303	4,151	33	100	1,506	63	25	16	23	43	14	102	28	69	66	16
Louisiana.....	..	79,380	8,510	7,505	1,322	662	1,018	12	14	17	11	37	6	49	17	36	38	7
Tennessee.....	103	237,730	2,212	17,815	55	302	2,042	805	109	93	96	255	103	596	67	99	124	28
Kentucky.....	831	197,738	3,448	23,217	41	968	2,487	886	120	129	152	236	305	490	77	141	132	48
Ohio.....	704	272,579	9,201	66,205	212	3,323	5,663	475	167	198	194	372	304	832	34	33	103	62
Indiana.....	233	148,806	3,070	20,590	80	627	2,237	380	112	91	94	135	110	377	15	19	47	28
Illinois.....	782	105,337	2,506	3,185	63	310	2,021	195	54	48	53	86	36	177	24	10	6	18
Missouri.....	742	92,408	2,622	11,100	30	1,885	1,409	122	48	32	46	54	42	160	27	22	50	8
Arkansas.....	41	26,553	215	1,173	3	39	301	24	18	11	11	26	9	36	2	8	13	8
Michigan.....	40	50,521	728	6,890	24	166	904	90	7	9	15	25	2	37	2	4	21	5
Florida territory.....	1	12,117	481	1,177	25	118	204	16	6	4	4	9	1	9	2	10	12	
Wisconsin ditto.....	794	7,047	479	1,814	14	200	259	9	1	4	..	9	1	7	..	..	3	
Iowa ditto.....	217	10,400	355	1,029	..	78	305	2	3	2	5	3	2	5	4	3	4	
District of Columbia.....	..	384	240	2,278	126	80	286	15	1	5	2	6	1	13	4	9	4	3
Total.....	13,243	3,717,750	117,878	791,545	56,025	33,067	65,236	20,797	1919	2056	2707	5024	4329	10,179	977	1802	2093	833

The number of persons employed in agriculture, is . . . 1 out of 41
 " " " manufactures, is . . . " 21
 " " " commerce, is . . . " 145
 " " " the learned professions, is . . . " 261
 " " " navigating the ocean, is . . . " 304
 " " " internal navigation, is . . . " 516
 " " " mining, is . . . " 1122

Taking all the employments together, the number employed is 355 in every 1000 of the whole population: there is but a very small proportion of males who are not occupied in some mode of profitable industry.

TABLE V.—Comparative View of the Number of Persons employed in Agriculture, Commerce, and Manufactures, in the Five Great Divisions of the United States, in 1820 and 1840, and the Relative Proportions of each Class.

GEOGRAPHICAL DIVISIONS.		Number of Persons employed in			TOTAL.	Centesimal Proportions.		
		Agriculture.	Commerce.	Manufactures.		Agriculture.	Commerce.	Manufactures.
New England States	1820	284,003	24,185	81,922	801,010	72.8	6.3	21.
	1840	414,138	17,757	187,258	619,153	66.9	2.9	30.2
Middle States	1820	522,508	23,842	153,839	700,189	74.	3.4	22.6
	1840	808,633	50,077	333,947	1,192,657	67.8	4.2	28.
Southern States	1820	718,510	11,883	54,484	784,877	91.6	1.5	6.9
	1840	955,729	12,962	87,955	1,056,646	90.5	1.2	8.3
South-western States	1820	212,148	7,958	16,142	236,244	89.8	3.4	6.8
	1840	650,546	14,400	37,899	702,841	92.5	2.1	5.4
North-western States	1820	332,677	4,625	37,119	364,321	88.5	1.3	10.2
	1840	890,205	22,315	144,690	1,057,210	84.2	2.2	13.6
Total United States		1820 2,070,646	72,493	349,506	2,483,645	83.4	2.9	13.7
		1840 3,719,951	117,607	701,749	4,529,307	80.4	2.5	17.1

TABLE VI.—Showing the Proportions in which the several Industrious Classes of the Union, according to the Census of 1840, are distributed among its great Geographical Divisions.

GEOGRAPHICAL DIVISIONS.	Per centage of Persons employed in							TOTAL.
	Mining.	Agriculture.	Commerce.	Manufactures.	Navigating the Ocean.	Internal Navigation.	Learned Professions.	
New England States	5.3	11.1	15.1	23.6	75.3	5.8	10.9	14.1
Middle States	46.7	21.7	42.6	42.2	17.3	83.2	37.6	26.1
Southern States	21.3	24.8	11.	11.1	3.5	5.6	12.1	22.3
North-western States	1.6	18.5	12.3	4.8	3.	12.5	9.8	14.9
North-western States	25.3	23.9	19.	18.3	.9	22.9	23.6	22.6
	100.	100.	100.	100.	100.	100.	100.	100.

TABLE VII.—Showing the Ratio which the Number of Persons in the several Industrious Classes of each great Geographical Division of the States bears to the whole Population of such Division, according to the Census of 1840.

GEOGRAPHICAL DIVISIONS.	Number of Persons employed in							Whole Labouring Class, as 1 to
	Mining, as 1 to	Agriculture, as 1 to	Commerce, as 1 to	Manufactures, as 1 to	Navigating the Ocean, as 1 to	Internal Navigation, as 1 to	Learned Professions, as 1 to	
New England States	2755	5.4	126	12.	53	1161	292	2.31
Middle States	723	6.3	102	15.3	528	291	209	4.08
Southern States	1038	3.5	237	37.9	1677	802	422	3.61
South-western States	8800	3.4	165	59.6	1345	1296	351	3.14
North-western States	1075	4.6	185	28.5	8330	546	267	3.66
	1122	4.58	145	21.5	304	516	261	3.53

The whole number of persons employed in agriculture, commerce, and manufactures, bears nearly the same proportion to the whole in both enumerations: being in each, about 28 per cent: a large proportion, when it is considered that only a very small number of females are so employed; and that one-half, or very nearly half of the males, are under seventeen years of age.

In comparing the numbers employed in the United States, with those employed of the inhabitants of Great Britain, it will be necessary to deduct, according to Professor Tucker, "from the whole number returned by the census of 1840, the slaves comprehended under that class, the free coloured persons, the white females, the white males under

twenty years of age, and the professional men, for none of which deductions, except the last, have we any data at once precise and authentic."

The result, made out by the Professor, is as follows:—

In all the departments of industry	persons	4,798,870
Deduct, for two-fifths of the coloured population	1,149,598	
" the white females employed in manufactures	54,806	
" white males under 20 years of age	575,519	
" professional men	65,255	
	<hr/>	1,845,178

The whole number of white males above 20 years of age, employed
in trade and manual labour 2,953,692

Professor Tucker observes, "Whilst all civilised countries are so much alike as to the amount of labour put in requisition to satisfy human wants, they differ very greatly as to the distribution of that labour among the three principal branches of industry; and the difference is very great in this respect, not only between the several states, but in the whole United States, in 1820 and 1840. The proportion of labour employed in agriculture and commerce had diminished; while that employed in manufactures had, in twenty years, increased from 13.7 per cent to 17.1 per cent of the whole. The positive increase in that time, was from 349,506 persons employed in 1820, to 791,749 employed in 1840.

"This increase was greatest in the New England states, whose manufacturing population had enlarged from 21 per cent in 1820, to 30.2 per cent, in 1840; in which time the same class of population had nearly trebled in Massachusetts, and more than trebled in Rhode Island. In the south-western states, alone, the proportion of agriculture had increased; in all the others it had diminished. In the middle and north-western, the proportion employed in commerce experienced a small increase. In several of the states, not only was the proportion less in 1840 than it had been in 1820, but the number of persons actually employed in commerce was less. This was the case in Maine, Massachusetts, Connecticut, Maryland, and, to a smaller extent, in Delaware, North Carolina, and South Carolina. Is this falling-off to be attributed solely to the loss of our legitimate share of the West India trade since 1830, or in part, also, to some difference in the mode of taking the census, by which a part of the seamen, who, in 1840, were separately numbered, were, in 1820, reckoned among the persons employed in commerce?

"If the whole labour of Great Britain is distributed among the several departments of industry in the same proportions as the labour of the males above twenty years of age, in that country, agricultural labour is but 31.5 per cent of the whole; here, it is 77.5 per cent. In that country, manufactures and trade employ 28.8 per cent of the whole labour; here, they employ but 18.9 per cent. Each country employs its industry in that way which is most profitable, and best suited to its circumstances.

"Two-thirds of the mining labour is in the middle and southern states. The southern states stand foremost in agricultural labour, though they hold but the third rank in population. The middle states employ the least labour in agriculture, in proportion to their numbers. In commerce, however, they employ the most, and next to them the New England States. The same two divisions take the lead in manufactures, they contributing nearly two-thirds of the labour employed in this branch of industry. Three-fourths of the seamen are furnished by New England, of which nine-tenths belong to Massachusetts and Maine. More than half the labour employed in inland navigation is in the middle states, and, next to them, are the north-western states.

"Of that department of industry which comprehends the learned professions, and which is at once the best fruit of civilisation, and the most powerful agent of its further advancement, the New England and middle states have the largest proportion, though there is less diversity in this than in the other industrious classes."

New York, Pennsylvania, and Virginia, employ the greatest number in mining; in agriculture, New York, Virginia, and Ohio; in commerce, New York, Pennsylvania, Louisiana, and Massachusetts; in navigating the ocean, New York ranks next to Massachusetts and Maine. In internal navigation, New York, Pennsylvania, Ohio, and Virginia, give occupation to 20,000 out of about 30,000 employed.

NUMBER of Persons employed in Seven of the Classifications of the Population of the United States, with the Proportions they bear to the whole Number in Sixteen principal Cities, and in all the States.

SIXTEEN PRINCIPAL CITIES	Popula- tion in 1840.	Min- ing.	Propor- tion.	Agricul- ture.	Propor- tion.	Com- merce.	Propor- tion.	Manu- factures and Trades.	Propor- tion.	Nav- igation.	Nat. of Canals, Lakes and Rivers.	Propor- tion.	Learned Prof. and Engi- neers.	Propor- tion.	Propor- tion to Popula- tion.
	Persons.	Persons.	1 to	1 to	1 to	1 to	1 to	1 to	1 to	1 to	1 to	1 to	1 to	1 to	Persons.
Lowell, Mas.	20,796	84	247.57	1 to	212	94.09	1 to	8,036	1 to	10,308	3	6,932	72	274.91	9,209
Boston	93,343	348	267.76	1 to	2,068	44.72	1 to	4,583	1 to	10,921	21	4,416.80	602	155.12	10,563
Providence, R. I.	23,171	142	163.17	1 to	929	24.63	1 to	3,345	1 to	4,223	50	227.45	165	140.43	5,060
Rochester, N. Y.	20,191	276	95.55	1 to	330	38.09	1 to	2,916	1 to	25	290	98.17	151	133.71	4,087
Albany	33,724	144	244.17	1 to	35	963.45	1 to	1,621	1 to	4,217.12	166	318.12	237	142.28	2,151
New York	312,710	2,773	112.76	1 to	11,365	27.51	1 to	48,394	1 to	2,750	716	416.74	2,929	106.75	64,022
Brooklyn	36,233	1,597	22.65	1 to	1,673	21.05	1 to	4,609	1 to	3,765	37.04	133	307	150.59	4,325
Philadelphia and suburbs	238,037	3,673	70.21	1 to	8,727	29.56	1 to	26,223	1 to	1,460	74	368.60	1,793	140.76	43,577
Pittsburg	91,115	77	1,278.75	1 to	356	33.84	1 to	2,145	1 to	2,345.11	248	85.14	133	188.75	3,289
Baltimore	102,313	1	102,313	1 to	1,591	31.35	1 to	5,447	1 to	592	292	350.36	584	251.49	1,168
Washington, D.C.	33,364	26	494.64	1 to	163	226.53	1 to	886	1 to	1,075.41	25	334.56	83	391.49	1,568
Richmond, Va.	30,153	5	4,030.60	1 to	692	29.12	1 to	3,792	1 to	12	12	1,000.00	134	225.47	1,568
Charleston, S. C.	39,961	133	311.24	1 to	476	43.93	1 to	1,025	1 to	292	30	358.57	226	172.47	2,402
New Orleans, La.	102,193	1,330	71.46	1 to	7,892	13.92	1 to	4,793	1 to	1,315	245	56.56	438	210.48	13,433
Cincinnati, O.	46,338	50	578.47	1 to	2,044	22.67	1 to	16,297	1 to	8	17.48	26.56	377	122.92	14,844
Louisville, Ky.	21,210	28	737.50	1 to	641	33.08	1 to	1,908	1 to	2	10,605	488	142	149.86	2,907
Total	1,661,190	10,502	167.77	1 to	39,057	29.33	1 to	133,664	1 to	61.57	3,323	219.76	4,273	146.72	216,723
RECAPITULATION.															
Total of States and Terri- tories	17,063,732	15,719	1,191.51	3,719,051	4.55	117,697	145.08	791,749	21.55	56,021	304.54	33,076	515.88	65,253	261.48
Total of Sixteen Cities	1,164,190	47	12,601.64	10,502	107.77	39,057	29.33	133,664	8.79	15,877	61.67	5,323	218.76	8,273	140.72
Total, except the Sixteen Cities	15,899,542	15,113	1,052.01	3,709,149	4.28	77,990	204.01	658,085	24.15	37,144	438.14	27,753	572.88	56,980	279.02

In connection with tables I. and R. it is necessary to make an addition on account of the naval force of the United States, which is stated at 6100 in the census for 1840. The grand total of the whole population of the United States therefore, in 1840, was as follows:—

Population as per tables I. and II. 17,063,732
Persons employed in the naval service of the United States 6,100
Total Population of the United States 17,069,832

CHAPTER III.

DESCRIPTION AND STATISTICS OF EACH OF THE UNITED STATES OF AMERICA.

THE United States comprise all the varieties of fertile and sterile soils and formations; from that of the rocky granite ridges to that of the deepest and most extensive swamps,—from that of stiffest clays to the lightest sands.*

In order to avoid repetitions, we have compiled from various authorities, a descriptive and statistical account of each state; after which will be found a general summary of the productions, agriculture, trade, navigation, manufactures, finance, &c., of all the states united.

FIRST. THE NORTHERN ATLANTIC STATES—viz: 1. Maine; 2. New Hampshire; 3. Vermont; 4. Massachusetts; 5. Rhode Island; 6. Connecticut; 7. New York; 8. New Jersey; 9. Pennsylvania.

I. MAINE.

Maine is bounded north by Lower Canada; east by New Brunswick, from which it is separated by the St. Croix river, and a line due north from the monument, at the source of the St. Croix river, following the exploring line run and marked by the surveyors of the two governments in the years 1817 and 1818, to its intersection with the St. John's river, and to the middle of the channel thereof; thence up the middle of the main channel of the said river St. John, to the mouth of the river St. Francis; thence up the middle of the channel of the said river St. Francis, and through the lakes through which it flows to the outlet of the lake Pohenagawet, thence south-westerly, in a straight line to a point in the north-west branch of the river St. John, which point shall be ten miles distant from the main branch of the St. John, in a straight line, and in the nearest direction; but if the said point shall be found to be less than seven miles from the nearest peak or crest of the highlands, that divide the rivers which empty themselves into the river of the Lawrence, from those which fall into the river St. John, to a point seven miles in a straight line from the said summit or crest; thence in a straight line in a course about six or seven deg. west, to the point where the parallel of lat. 46 deg. 25 min. north, intersects the south-west branch of the St. John; thence southerly by the said branch to the source thereof, in the islands at

* The authorities for the general description of each of the United States, which we have compiled in this work are, the returns made by the marshals of the several states, of the population, employments, trades, productions, &c., which were kindly transmitted us by the Honourable Daniel Webster. Various accounts of the resources of several states, viz.—“The Book of the United States,”—“The United States Gazetteer for 1844,” a most valuable work, by Daniel Haskel, A.M., late President of the University of Vermont, and J. Calvin Smith, geographer, &c. The following articles from “Hunt's Mercantile Magazine,” viz.—1. Maryland, and its resources, by W. G. Lyford. 2. Michigan and its resources. 3. Resources of the United States, by James H. Lanman. 4. Missouri and its resources, by C. C. Whittisley. 5. Massachusetts, and its resources, by the Hon. Judge Hudson, member of congress. 6. Illinois, and its resources. 7. Commerce and resources of New Hampshire. Also various papers and reports presented to congress. Improvements in agriculture, &c., by the Hon. Henry L. Ellsworth, U.S. commissioner of patents. “Notes on the Western States,” by Judge Hall. Professor Tucker's “Progress of Population and Wealth in the United States,” and from numerous official returns, published by the legislatures of the respective states.

the Metjarmette portage; thence down along the said islands, which divide the waters which empty themselves into the St. Lawrence, from those which fall into the Atlantic Ocean, to the head of Hall's stream; thence down the middle of said stream till the line thus run at the 45 deg. of north latitude, and which has been known and understood to be the line of actual division between the states of New York and Vermont on the one side, and the British province of Lower Canada on the other; and from the said point of intersection west along said dividing line, as heretofore known and understood, to the Iroquois, or St. Lawrence river. Such are the terms of the late treaty, now ratified by both governments. This state lies between 43 deg. 5 min., and 47 deg. 20 min. north latitude, and between 66 deg. 50 min., and 70 deg. 55 min. west longitude. It is computed to contain 30,000 square miles, or 19,200,000 acres. It was under the jurisdiction of Massachusetts until 1820, when it was made an independent state. The population was, in 1840, 501,793. Of these 252,989 are free white males; 247,449 ditto females; free coloured males, 720; ditto females, 635. Employed in agriculture, 101,630; in commerce, 2921; manufactures, 21,879; navigating the ocean, 10,091; learned professions, 1889.

Maine is divided into 13 counties, which, with their population and capitals, are as follows:—York, 54,034, C. Alfred; Cumberland, 68,658, C. Portland; Lincoln, 63,517, C. Wiscasset; Hancock, 28,605, C. Ellsworth; Washington, 28,327, C. Machias; Kennebec, 55,823, C. Augusta; Oxford, 38,351, C. Paris; Somerset, 33,912, C. Norridgewock; Penobscot, 45,705, C. Bangor; Waldo, 41,509, C. Belfast; Piscataquis, 13,138, C. Dover; Franklin, 20,801, C. Farmington; Aroostook, 9413, C. Houlton. These counties contain about 498 townships, or settlements, some of which have but few inhabitants.

This state is hilly rather than mountainous. East of the White Mountains, in New Hampshire, an irregular chain of highlands extends eastwardly to the north of the sources of the Kennebec and Penobscot rivers, and passing south of the sources of the Aroostook river, terminates on the eastern boundary of the United States, at Mars Hill, near the river St. John. Katahdin Mountain is the most elevated summit of the chain, and rises between the east and west branches of the Penobscot river. It is 5335 feet high. A chain of highlands extends in a north-west direction, from near the north-west source of the Connecticut river, dividing the waters which flow into the St. Lawrence, from those which flow into the Atlantic Ocean and the Bay of Fundy. This continuous and somewhat irregular chain is of an average height of about 1400 feet, and in many parts much higher. The new road from Hallowell to Quebec crosses this range, over an elevation of 2000 feet. The interior of Maine rises so rapidly from the sea-coast as to prevent the flow of the tide far up its navigable rivers. The rest of Maine is hilly, though not generally very elevated. The country along the sea-coast, and inland from ten to twenty miles, consists of rocks, water, woods, and generally poor soil, with some fertile spots. The best lands are between the Penobscot and Kennebec rivers. The mountainous region in the north-west has a poor soil. East of the Penobscot river the soil is rocky and sterile, excepting around the sources of the St. John and its tributary streams, and especially in the territory formerly in dispute.

The soil, where once properly cultivated, is adapted to the growth of Indian corn, or maize, rye, barley, oats, peas, hemp, flax, potatoes, turnips, and most kinds of kitchen vegetables. Wheat is also grown, but not in large quantities. The forests consist chiefly of white pine and spruce trees, in large quantities, suitable for masts, boards, and shingles; and also of maple, beech, white and gray oak, and yellow birch. The land between the Kennebec and Penobscot rivers is well adapted to the purposes of agriculture and grazing. With good cultivation land of average quality yields forty bushels of maize to the acre, from twenty to forty bushels of wheat, and from one to three tons of hay. Apple, pear, plum, and cherry trees flourish; the peach tree does not thrive.

Bounty paid on quantity of wheat raised in 1837; viz., on 1,010,906 bushels, 77,814 dollars; in 1838, bounty paid on 1,107,849 bushels of wheat, 87,352 dollars; bounty paid in 1838 on 1,630,996 bushels of Indian corn, 66,328 dollars.

LIVE-STOCK and Agricultural Products in 1840.

	Number.	Value—dollars.	
Live-Stock—Horses and mules.	59,208	2,960,400	
Neat cattle	327,255	4,908,825	
Sheep	649,264	973,896	
Hogs	117,386	352,158	
25 per cent of		9,195,279	
Annual value		2,298,819	
Poultry, annual value		123,171	
Total annual value		2,421,980	
	Bushels.		
Wheat	848,166	1,061,207	
Oats	1,076,409	376,743	
Maize	950,528	712,896	
Other grain	544,645	435,716	
Potatoes	10,392,280	2,078,556	
		4,665,118	
	lbs.		
Wool	1,465,551	492,942	
Products of dairy		1,496,902	
„ orchards		149,381	
	tons.		
Hay	691,358	5,530,864	
Other products		1,099,083	
		8,769,172	
Total annual value of agriculture		dollars 15,856,270	

“Previously to the year 1807, when the wars in Europe gave to the United States a great share of the carrying trade of the world, commerce was so profitable, and the facilities for carrying it on in Maine were so great, that agriculture was greatly neglected; but afterward, when an embargo, non-intercourse, and war, crippled the resources of commerce, the inhabitants were driven from the seaboard to the lands in the interior; and from that time the agricultural resources of the state have been extensively developed.

“The facilities which Maine enjoys for commerce, ^{especially} ^{grat.} The rivers are extensively navigable, and numerous bays and inlets on ^{the} ^{coast}, protected as they often are by islands, furnish more good harbours than are found in any other state in the union. Ships are extensively built, not only for their own use, but for a foreign market. The fisheries furnish employment to many of the inhabitants, and are not only a source of wealth, but a nursery of seamen. Lime is exported, chiefly from Thomaston, to the amount of about 1,000,000 dollars annually. A fine building granite, chiefly from Hallowell, which is of a light colour, is also extensively exported. Maine, in point of shipping, is the third state in the union.

“The climate of Maine, though subject to great extremes of heat and cold, is generally favourable to health. The cold of winter, though severe, is steady, and is less injurious to the constitution than the sudden changes so frequent in many parts of the country. Near the ocean the heat of summer is greatly tempered by the sea breezes. The season of vegetation, at its greatest length, extends from April 21st to October 16th, though the vigour of vegetation does not continue more than three months and a half. On July 9th, 1838, the thermometer rose to 100 deg. above zero, and on January 26th, 1837, it sunk to 27 deg. below zero, which may be regarded as the extremes of temperature. Such extremes are of short continuance.

“The Penobscot, 250 miles long, and navigable for large ships to Bangor, 52 miles from the ocean. The tide rises from 20 to 25 feet, and greatly facilitates the entrance and departure of vessels. The Kennebec has a course of about 250 miles, and is navi-

gible for large ships to Bath, 12 miles from the ocean; and for vessels of 150 tons to Hallowell, 40 miles from the sea; and for sloops of 100 tons two miles farther, to Augusta; and for boats to Waterville, 18 miles above Augusta. The Androscoggin rises in New Hampshire, but runs chiefly in Maine, and unites with the Kennebec, 20 miles from the ocean. The Saco rises in the White Mountains, there enters Maine, and discharges itself into Saco Bay. It is navigable for ships six miles to Saco falls. The Duxburycotta is chiefly an arm of the sea, has a tide of ten feet, and is navigable for large vessels 18 miles, to Nobleboro. The Sheepscot is a small river, with a large bay at its mouth, which forms the harbour of Wiscasset, one of the finest in the state. All these, above the navigation for vessels, as well as many others, have numerous falls, and furnish many excellent mill seats.

"Maine has numerous lakes and ponds in the interior. The largest lakes are Moosehead, which is 50 miles long, and from 10 to 15 broad; and Umbagog, which lies partly in New Hampshire, is 18 miles long and 10 broad. But so numerous are the smaller lakes that it is computed that one-tenth of the surface of the state is covered with water.

"The coast of Maine abounds with islands, the largest of which is Mount Desert, in Frenchman's bay, and is 15 miles long and 12 broad. Long Island, Deer Island, and Fox Islands, are on the west side of Penobscot bay. The principal bays are Penobscot, 30 miles long and 18 wide; Casco bay, extending 20 miles between Cape Elizabeth and Cape Small Point, containing many islands; and Passamaquoddy bay, lying between Maine and New Brunswick, six miles deep and 12 wide. The shores of Maine are bold and rocky, and have many inlets."—*United States' Gazetteer for 1840.*

The most commercial cities and towns are Portland, on Casco bay; Bangor, on the Penobscot; Hallowell, on the Kennebec; Thomaston, on the St. George river; Bath, on the Kennebec; Belfast, on a branch of Penobscot bay; and Wiscasset, on a bay at the mouth of the Sheepscot; also Augusta, Gardiner, Brunswick, Waldoborough, Frankfort, Prospect, Bucksport, Camden, Gorham, Wells, and Eastport.

COMMERCIAL ESTABLISHMENTS.—There were in Maine, in 1840, 70 commercial and 14 commission houses engaged in foreign trade, employing a capital of 1,646,926 dollars; and 2220 retail dry goods and other stores, with a capital of 3,973,593 dollars; 2068 persons were employed in the lumber trade, with a capital of 305,850 dollars; 123 persons were employed in internal transportation, who, with 56 butchers, packers, &c., used a capital of 95,150 dollars; 3610 persons were engaged in the fisheries, with a capital of 526,967 dollars.—*Official Returns.*

MANUFACTURES.—The value of home-made or manufactures in the farmers' or other houses, in 1840, was 804,397 dollars. There were 24 woollen manufactories, employing 532 persons, producing goods to the value of 412,366 dollars, and employing a capital of 316,105 dollars; 6 cotton manufactories, with 29,736 spindles, employing 1414 persons, producing goods to the value of 970,397 dollars, with a capital of 1,398,000 dollars; 16 furnaces produced 6122 tons of cast iron, and 1 forge for bar iron, employing 48 persons, and a capital of 185,950 dollars; 15 persons employed, produced 50,000 bushels of salt, with a capital of 25,000 dollars; 280 persons produced granite and marble to the value of 98,720 dollars; 6 paper manufactories employed 89 persons, producing to the value of 84,000 dollars, with a capital of 20,600 dollars; 37 persons manufactured tobacco to the value of 18,150 dollars, with a capital of 6050 dollars; hats and caps were made to the value of 74,174 dollars, and straw bonnets to the value of 8807 dollars, together employing 212 persons, and a capital of 28,050 dollars; 395 tanneries employed 754 persons, and a capital of 571,793 dollars; 530 other leather manufactories, as saddleries, &c., produced articles of the value of 442,846 dollars, and employed a capital of 191,717 dollars; 21 potteries employed 31 persons, and manufactured articles to the value of 20,850 dollars, with a capital of 11,353 dollars; 864 persons manufactured bricks and lime to the value of 261,586 dollars, with a capital of 300,822 dollars; 339 persons produced machinery to the value of 69,752 dollars; 119 persons produced hardware and cutlery to the value of 65,555 dollars; 4 rope walks, employing 34 persons, produced cordage to the value of 32,660 dollars, with a capital of 23,000 dollars; 779 persons produced waggons and carriages to the amount of 174,310 dollars, and employed a capital of 75,012 dollars; flouring, saw, and other mills, employed 3630 persons, producing manufactures to the amount of 3,161,592

dollars, with a capital of 2,900,565 dollars. Ships were built to the amount of 1,844,902 dollars; furniture was manufactured to the amount of 204,875 dollars, employing 1453 persons, and a capital of 668,558 dollars; 34 brick, and 1674 wooden houses were erected, employing 2482 persons, and cost 733,067 dollars; 34 printing offices, 14 binderies, 3 daily, 2 semi-weekly, 30 weekly newspapers, 5 periodicals, the whole employing 196 persons, and a capital of 68,200 dollars. The whole amount of capital employed in manufactures in the state, was, by official returns, 7,147,224 dollars.—*Official Returns.*

EDUCATION.—Among the institutions for education, are Bowdoin college, at Brunswick, named after the Honourable James Bowdoin, who founded it in 1794. It has been liberally endowed by Massachusetts, and by Maine, and is a flourishing institution. It has 11 masters, 165 students, and a library of 20,000 volumes. Waterville college, founded in 1820, is under the control of the Baptists. It has 6 masters, 65 students, and a library of 7000 volumes. The Bangor theological seminary was established in 1816, is under the direction of the Congregationalists, for a classical and theological education, preparatory to the ministry. It has 3 masters, 43 students, and 7000 volumes in its library. The Methodists have an institution at Readfield, denominated the Maine Wesleyan seminary, founded in 1822. There were in the state, in 1840, 86 academies, with 8477 students, and 3385 primary and common schools, with 164,477 scholars. There were 3241 persons, over 20 years of age, who could neither read nor write.

RELIGIOUS DENOMINATIONS.—The three principal religious denominations in Maine, are the Baptists, the Methodists, and the Congregationalists. In 1836, their numbers were as follows:—Baptists, 222 churches, 145 ordained ministers, 15,000 communicants; Methodists, 115 travelling preachers, 15,493 communicants; Congregationalists, 161 churches, 119 ministers, 12,370 communicants. Besides the above, there are some Free-Will Baptists, Friends, Universalists, Unitarians, Roman Catholics, and Episcopalians.

BANKS.—There were on the 1st of January, 1840, 48 banks in Maine, with a total capital of 4,671,500 dollars; and a circulation of 1,224,658 dollars. At the close of 1840 the state debt amounted to 1,687,367 dollars.—*Official Returns.*

In the state prison at Thomaston, the convicts are constantly employed in quarrying and hewing stone.

PUBLIC WORKS.—The Cumberland and Oxford canal was completed in 1829. This canal, which connects Portland with Sebago Pond, is 20½ miles long, and has 25 locks. By another lock in Saco river, it is extended through Brandy and Long ponds, making its whole length 50 miles, and its whole cost was about 250,000 dollars. Bangor and Orono railroad was completed in 1836, and connects the two places, being 12 miles long. The Portland, Saco, and Portsmouth railroad was incorporated in 1837, and communicates with the railroad from Boston to Portsmouth. A railroad has been projected from Portland to Bangor, a distance of 132 miles, to complete the great chain of railroads along the sea-coast. Several routes have been explored from the sea to Quebec, the nearest and least expensive of which is from Belfast.* A regular and quick communication is established

* The progress of all new countries is extremely interesting, the following picture (communicated to the press by a traveller), of proceeding from one place to another, some years ago in Maine, compared with the present facilities of moving by steam power, is curious:—

"In leaving Bangor in a steamboat, though only for a short trip, I am thereby reminded of the difference which has taken place in our city, and throughout the country, in the mode of travelling between the present time and only twenty years since. I say twenty years, because it is about twenty years since I left the parental home, and in the good sloop 'Betsy' took passage for Bangor, where we arrived in safety, after eight days' toil. The usual mode of travelling then, from Bangor, was by the lumber congers; in which passengers, male and female, were stowed away in the few berths in the cabin, or *sprinkled* around upon the uncarpeted floor. There was indeed, a semi-packet, with a few extra berths hung round, with a narrow and rather scanty red bombazette frill. But mean as these accommodations may now be considered, they afforded the best means of conveyance between Bangor and Massachusetts, and during the rainy seasons in the spring and fall—the only conveyance; for instead of three daily stages west, as now, the mail was carried once a week only, and then on horseback between Bangor and Augusta. During the winter, to be sure, Moses Burley conveyed the mail, and occasionally a passenger or two in a sleigh with a tandem team; and during the summer in a ricketty covered waggon! We remember them well! For they frequently required to be patched in their upper stories, and as

between the several parts of Maine, and the countries to the south, by steamboats or railroads, and the progress of settlement and improvement has been rapid. The most fertile and best wooded part of this state, is comprised in the extensive district which was comprehended within the long disputed territory. It abounds in fertile soils, rivers, pine, and various other magnificent timber trees.

PUBLIC DEBT OF MAINE.

December 31, 1841.			From a statement made by J. Kingsbury, treasurer, January 10, 1842.	
Due in 1839, not called for and not known in whose hands it is.....	dollars.		The money in the treasury on the 1st day of January, 1841, was.....	dollars.
1842 ditto ditto	284	03	During the year, there has been received into the treasury, from all sources	82,730 15
1843 ditto ditto	9,846	22		345,356 05
1844 ditto ditto	17,500	00		428,092 20
1845 ditto ditto	262,116	00	Within the year, there has been paid from the treasury	372,140 13
1846 ditto ditto	1,500	00		
1847 ditto ditto	55,800	00	Leaving a balance in the treasury, December 31, 1841, of	55,952 07
1848 ditto ditto	283,000	00	The receipts for 1842, are estimated as follows: viz.,	
1850 ditto ditto	31,500	00	Cash in the treasury, January 1, 1842	55,952 07
1851 ditto ditto	450,685	00	Land agency.....	120,000 00
1852 ditto ditto	130,000	00	Duty on commissions.....	3,000 00
1854 ditto ditto	35,000	00	Bank tax.....	20,000 00
1855 ditto ditto	252,000	00	Bank dividends.....	1,000 00
1856 ditto ditto	133,000	00	State taxes of 1840 and 1841.....	194,349 24
1860 ditto ditto	63,500	00	County taxes, or unincorporated places.....	1,605 90
Total.....	1,734,801	47		390,907 31
Permanent school fund	17,528	92	Also claim on the general government for north-eastern boundary expenses, will probably be received the present year	209,000 00
Penobscot Indian fund	69,005	57	Principal Expenditures.	
Balance due on annual school funds, not called for	2,299	34	Council, senate, and house of representatives..	50,488 00
Balance due on rolls of accounts, not called for	113	27	Costs of criminal prosecutions	11,715 83
Balance due on wheat bounty, not called for..	8	52	Roll of accounts, No. 23.....	25,757 99
Total.....	1,814,715	09	School fund, No. 9.....	32,849 98
Resources of the State.			Insane hospital.....	3,000 00
Cash in the treasury	55,952	07	Public debt.....	9,498 80
State taxes of 1840 and 1841.....	199,349	34	Salaries	24,968 91
County taxes.....	1,605	90	Interest on debt	103,096 29
Securities in the hands of land agent, and bills receivable	184,460	02		
Claim on general government, for north-eastern boundary expenses.....	200,000	00		
210 shares in Augusta, Maine, and mercantile banks	21,000	00		
Total.....	671,367	33		
Also, one-third of Massachusetts claim on general government.				

I was the younger knight of the awl and thread, it became my duty to perform it! Then there was no small mail route to any of the towns above Bangor, and the old register in the monthly advertisement of the postmaster, of two fingers long, enumerated letters for the whole region round about. These reminiscences (?) have brought vividly to mind the appearance of the village as it then was. There were but five brick buildings erected, including the old distil house, that has since been removed to give place to the City Point Block. There were but eighteen stores—a few mechanics' shops—one bridge, and that the Kenduskeag, where toll was required—the court house, now city hall—a wooden gaol—three taverns, and a few dwellings. The largest religious society, now comprising the societies under the pastoral charge of Mr. Pomroy and Mr. Maltby, assembled for religious worship in the court house, under the charge of that excellent man, the Rev. Mr. Loomis; the Baptist society held their occasional meetings in the hall of Leavitt's brick stores, now occupied by Pond and French; and the Methodist society occupied occasionally, an old wooden school house that stood on State street. But enough of old times. The present, so far as Bangor is concerned, is too well known to require a word from me.

"The steamer, Portland, capable to my certain knowledge, of carrying about four hundred persons, and giving them a good breakfast, now pushes its way along,

'Against the wind, against the tide,'

on the bosom of the Penobscot, bearing her precious freight amid the most enchanting scenery, on one of the loveliest mornings that ever opened its eyes to light and bless our world."

CONDITION OF THE BANKS, JUNE, 1843.

There are 37 banks in the state.

	dollars.		dollars.
Capital stock	2,925,000 00	Gold, silver, &c.....	158,391 93
Bills in circulation	1,147,625 00	Real estate.....	259,647 70
Net profits on hand.....	109,013 77	Bills of other banks.....	118,909 91
Due other banks.....	134,106 88	Due from other banks.....	500,566 44
Deposits not on interest.....	633,098 11	Notes discounted, &c.....	3,346,013 33
Deposits bearing interest.....	90,715 63	Total resources.....	5,043,619 39
Total due from banks.....	5,043,619 39	Last semi-ann. dividend.....	86,730 00

The bank commissioners of Maine, in their annual report, say that a sum equal to the entire aggregate circulation of their bank passes through Boston, and is redeemed there five times every year. From this it appears that the average time which a bill issued from a Maine bank is in circulation, until it is again returned to the bank for redemption, is only about two months.

COMMERCE AND NAVIGATION OF MAINE.

The trade and navigation of Maine is chiefly a fishing and coasting trade, and a trade in wood, fish, and a few other articles, to the southern states, and British colonies. The trade with Nova Scotia consists in bringing gypsum for manure from Nova Scotia, and some other articles from both provinces, exporting, in return, the produce of the United States. There is little or no intercourse between the ports of Maine and countries in Europe.

Previous to 1820, the trade and navigation of this state is included in the commercial accounts of Massachusetts.

SUMMARY.

FOREIGN Commerce of Maine from 1820 to 1842.

YEARS.	EXPORTS.			IMPORTS.	Registered Tonnage
	Domestic.	Foreign.	TOTAL.		
	dollars.	dollars.	dollars.	dollars.	
1820.....	1,082,568	25,403	1,108,031	....	67,274.22
1821.....	973,523	46,925	1,040,848	980,291	60,835.03
1822.....	1,013,873	22,769	1,036,642	943,775	60,800.61
1823.....	885,046	30,455	895,501	891,644	68,440.39
1824.....	870,871	29,324	900,195	768,443	71,318.19
1825.....	964,664	68,463	1,031,127	1,169,940	60,468.64
1826.....	1,001,875	50,700	1,052,575	1,245,235	86,555.04
1827.....	1,033,035	37,009	1,070,134	1,333,390	84,347.86
1828.....	1,003,642	15,875	1,019,517	1,246,409	98,749.41
1829.....	729,106	8,726	737,832	742,741	84,319.75
1830.....	648,435	27,087	675,522	372,666	70,583.47
1831.....	798,748	5,825	805,573	941,407	69,793.55
1832.....	907,286	74,157	981,443	1,123,326	84,186.55
1833.....	989,187	30,044	1,019,431	1,380,308	88,118.32
1834.....	815,277	18,890	834,167	1,060,121	105,113.40
1835.....	1,044,951	14,416	1,059,367	853,389	101,912.33
1836.....	835,074	14,912	850,986	930,086	118,465.68
1837.....	945,770	8,670	955,982	801,401	90,750.14
1838.....	915,776	20,456	937,532	899,142	96,382.76
1839.....	873,434	17,051	890,485	982,724	
1840.....	1,009,510	1,359	1,010,269	628,762	
1841.....	1,078,633	12,332	1,091,565	700,061	
1842.....	1,043,172	7,351	1,050,523	606,864	
1843, for 9 months only.....	680,432	2,459	682,811	250,262	125,008.00
1844.....					

The registered, enrolled, and licensed ships, and smaller vessels, including coasters and fishing craft, belonging to Maine, in 1842, is given officially as follows:—

STATEMENT exhibiting a condensed View of the Tonnage of the several Districts of Maine, on the 30th of September, 1842, and 30th of June, 1843.

DISTRICTS.		Registered Tonnage.	Enrolled and Licensed Tonnage.	Total Tonnage of each District, 1842.	Total Tonnage of each District, 1843.
		Tons and 95ths.	Tons and 95ths.	Tons and 95ths.	Tons and 95ths.
Piscataquoddy,	Maine.....	2,352.05	6,310.42	8,663.12	7,877.00
Machias,	".....	1,920.14	12,481.37	14,401.51	4,275.43
Frenchman's Bay,	".....	2,361.13	12,860.33	15,221.46	20,872.37
Penobscot,	".....	5,857.14	19,250.81	25,108.03	23,914.59
Belfast,	".....	8,361.45	24,809.66	33,176.16	33,823.01
Waldoborough,	".....	12,245.07	43,916.44	56,161.51	50,434.65
Wiscasset,	".....	4,112.37	8,876.87	12,989.29	13,457.43
Bath,	".....	33,782.32	14,857.38	48,639.70	67,101.41
Portland,	".....	39,142.71	15,380.07	54,521.78	56,172.73
Saco,	".....	1,220.17	2,133.20	3,353.43	3,600.88
Kennebunk,	".....	5,516.87	2,272.33	7,789.25	7,838.59
York,	".....	..	885.33	885.33	2,071.91

According to a statement in the *Portland Advertiser*, 1841, the quantity of lumber which came to market down the three principal rivers of the state during the year 1841, was as follows, viz. :

On the Penobscot, 100 millions of feet,
 On the Kennebec, 40 " "
 On the Androscoggin, 20 " "

making 160 millions of feet, which, at an average value of ten dollars per M., will yield 1,600,000 dollars. The quantity which was floated down the Saco, Union, Narraguagus, Machias, and St. Croix rivers, was calculated at 65,000,000 millions of feet, value 650,000 dollars, and makes the aggregate value of timber sold 2,250,000 dollars.

NAVIGABLE RIVERS, SEAPORTS, AND TOWNS OF MAINE, chiefly on the authority of the *United States Gazetteer* for 1844, the *Book of the United States* for 1812, and from local descriptions.

RIVERS.

The PENOBSCOT is the largest river of Maine, and divides into two main branches. The larger or western branch, rises in the western highlands, which divide Maine from Canada, and not far from the sources of the Chaudiere river, which flows into the St. Lawrence. It winds downwards to the east, until it falls into Chesumcook lake, out of which it flows south-east, through Pemadumcook and other lakes, and unites with the eastern branch. This branch, called the Sebocois, rises in some small lakes near the head waters of the Aroostook river, and flows nearly south to its junction with the other branch, fifty-four miles above Bangor. The confluent stream then runs south-easterly until it receives Mattawamkeag river from the north-east, which is its principal tributary on the east. Its flood is then south-south-west, until it receives the Piscataquis, its chief western tributary; it then flows south by west, until it falls into Penobscot bay. Its upper portions have many falls and rapids, excellent as mill sites. It is about 275 miles long from its source to the sea. It is navigable fifty miles from the ocean to Bangor, for large vessels, and for boats, to a considerable distance above that town. The tide rises at Bangor more than twenty feet, to which the same causes contribute, which effect the high tides of the Bay of Fundy—the form of the bay, and the lateral rise of the sea caused by the rapid force and breadth of the gulf stream. There are a number of islands in the river above Bangor, the principal of which is Oldtown, the residence of the Penobscot tribe of Indians, who own all the islands in the river as far as the Forks, several miles above Mattawamkeag river, several of which are considerable and fertile. They have a considerable annuity secured to them by the state. There are several flourishing towns on the Penobscot bay and river. On the east side are Castine, Bucksport, and Orrington. On the west side are Thomaston, Camden, Belfast, Prospect, Frankfort, Hamden, Bangor, and Orono. Penobscot bay is a spacious body of water, and extends from the ocean at Owl's Head to Belfast bay, about twenty miles. Across the mouth of the bay, from Owl's Head to Burnt Coat Island, is about thirty miles. It contains a number of fine islands, the principal of which are Deer Island, Fox Islands, Isle of Haut, Long Island, and some others. From a hill above Camden, and from other points, the view of this bay, with its islands and numerous vessels, is beautiful. The bay and river contain many good harbours, the principal of which are Castine, Belfast, Bucksport, Bangor, and others.

The KENNEBEC is, next to the Penobscot, the most important river in the state. its principal source is the outlet of Moosehead lake; twenty miles below, it receives the Dead river, which is a longer branch, and rises within five miles of the Chaudiere, which flows into the St. Lawrence. Its general course is south by east, with several long and occasionally sudden windings. Its course from its source to the sea is about 200 miles. Its largest tributary is the Androscoggin, which enters it from the west, eighteen miles from the ocean. It is navigable for large ships twelve miles to Bath, for sloops of 150 tons, forty miles to Hallowell, and for sloops, two miles farther to Augusta, to which the tide rises; and for boats to Waterville, eighteen miles above Augusta. It has important falls at Waterville, and at three other places above, affording great water power. There are bridges, at Augusta, at Canaan, and at Norridgewock. It is generally closed with ice four months in the year at Hallowell, but usually open at all seasons below Bath. The most important towns on the river are, Bath, Hallowell, Augusta, Waterville, and Norridgewock. It flows through a fertile country, and is the medium of an extensive trade.

The Saco rises in the White mountains, N. H., within a few rods of the source of Ammonoosuc river, flowing west to Connecticut river, and east through the celebrated mountain *Nottli*, with a rapid, foaming current, and frequent cascades. It enters Maine at Fryburg, and winds in a south-easterly direction, until it enters the Atlantic, between Saco and Biddeford. It has four principal falls in Maine, of seventy, twenty, thirty, and forty-two feet respectively, which afford immense water power. Pine timber grew extensively on its banks, furnishing supplies for numerous saw mills; but this useful wood is disappearing rapidly by the axe of the timber cutter, and the fires of the new settlers. The other rivers are the St. Croix, Union, Machias, Androscoggin, Memumack, and numerous lesser streams.

PASSAMAQUODDY bay lies partly in the state of Maine, and partly in the British province of New Brunswick. Its entrance is about six miles wide from north to south, and its length is about twelve miles. Campobello Island divides the entrance into two passages. Deer Island and some smaller islands lie also within, and Grand Manan to the south, off the entrance of this bay. The bay is well sheltered, has everywhere a sufficient depth of water for the largest vessels, and is never closed by ice. Its waters abound with mackerel, cod, herring, and other fish. The rise of tide varies from twenty-five to thirty-three feet. The boundary of the United States passes on the west side of Campobello Island into the St. Croix river, which enters the north-west part of this bay.

From this bay to Portsmouth, near the boundary of New Hampshire, the coast of Maine presents bays, harbours, and inlets of the sea, rugged islands, and shores. Penobscot is the largest bay, and Mount Desert the largest island.

PRINCIPAL SEAPORTS AND TOWNS.

AUGUSTA is situated on both sides of the Kennebec river, forty-three miles from the ocean, at the head of sloop navigation, 44 deg. 18 min. 43 sec. north latitude, 69 deg. 50 min. west longitude, 163 north-north-east of Boston, Massachusetts, and 595 north-east of Washington. Population of the township, 1810, 1805; 1820, 2,475; 1830, 3980; 1840, 5314. First settled, 1771, incorporated, 1797. The township is eight by six miles. The two parts of the town, or, as it, with many others, is in the *United States Gazetteer* called, village, are connected by a bridge across the Kennebec, 520 feet long, which cost 28,000 dollars. It is regularly laid out; the ground rises on each side of the river; it has many fine buildings, and the streets are ornamented by trees on each side. Its agriculture, commerce, and manufactures are flourishing. Its tonnage is over 3000. The state house is a white granite building on a commanding eminence, half a mile south from the village. The apartments for the senate, house of representatives, and state offices, are spacious and well constructed. Before it, is a park, ornamented with walks and trees. The United States arsenal is a large stone edifice on the east side of the river. The state insane hospital is a large granite edifice with wings, on the east side of the river, surrounded by seventy acres of ground, and cost 100,000 dollars. The Augusta high school is a large brick building, sixty-five by fifty feet, two stories high, with a doric portico, and cost 7000 dollars. There is a strong dam erected across the Kennebec, half a mile above the village, with locks to facilitate navigation, completed in 1837, at an expense of 300,000 dollars. Its sluices constitute great water power. In constructing the dam, 2,500,000 feet of timber, and 75,000 tons of stones and gravel were used. The lake formed by this dam extends sixteen miles, and covers 1200 acres. It has sixty-four warehouses and shops, called *stores*, capital 141,650 dollars; three tanneries, one distillery, four grist mills, four saw mills, two oil mills, capital in manufactures, 66,550 dollars; two academies, 150 students; twenty-six schools, 1129 scholars.—*Official Returns, U. S. Gaz.*

BANGOR is situated at the head of the tide navigation, on the west side of the Penobscot river, sixty miles from the ocean. It is in 44 deg. 47 min. 50 sec. north latitude, and 68 deg. 47 min. west longitude, 230 miles north-east from Boston, Massachusetts; 663 miles from Washington. Population, 1790, 169; 1800, 277; 1810, 830; 1820, 1221; 1830, 2868; 1840, 8627. Kenduskeag, a stream 190 yards wide at its mouth, divides the city into two parts, which are connected by bridges. This

stream has falls about one mile above the city,* which affords many mill seats. Close to, and above the city, is a bridge across the Penobscot river, 1320 feet long, connecting it with Orrington, which cost 50,000 dollars. The harbour, which is at and below the mouth of the Kenduskeag, is capacious; the tide rises seventeen feet, and is sufficient to float large vessels. The principal article of trade is lumber, which comes down the river in large rafts. 1200 vessels, over 100 tons burden each, are employed in the lumber trade, besides a large number of vessels engaged in the coasting and foreign trade. The city occupies a pleasant situation, affording a full view of the river and surrounding country. The buildings, both public and private, are neat, many of them handsome. Steamboats regularly ply between this place and Portland and Boston, while the river is open, which is the case during about eight months in the year. Bangor has seven churches, one Congregational, one Episcopal, one Baptist, one Methodist, one Lutheran, one Universalist, and one Roman Catholic. It was incorporated as a town in 1791; as a city, in 1894. The Bangor Theological Seminary, originally called the "Maine Charity School," and first established at Hampden, six miles south, was opened in 1816. It proposes to give a classical and theological education for the ministry, in a shorter time than is ordinarily required in a collegiate and theological course, and is under the direction of the Congregationalists. It has three professors, forty-three students, 139 alumni, and 7000 volumes in its libraries. Bangor had, in 1840, eleven commercial and commission houses in foreign trade, capital, 98,500 dollars; 134 retail stores, capital, 318,500 dollars; value of lumber produced, 305,500 dollars; one tannery, two grist-mills, forty-two saw-mills, three printing offices, one daily, two weekly newspapers; capital in manufactures, 101,800 dollars; two academies, twenty-nine students, twenty-five schools, 1647 scholars. One of its manufactures is tarpaulin hats for fishermen and sailors, of which about 1800 per month are often made by men and women.—*Official Returns, U. S. Gaz.*

PORTLAND is situated on a peninsula at the western extremity of Casco bay, in 43 deg. 30 min. north latitude, and 7 deg. 20 min. west longitude from Greenwich, and 6 deg. 45 min. east from Washington. It is 110 miles north-north-east from Boston, 545 north-east from Washington. The population in 1800 was 3677; in 1810, 7169; in 1820, 11,581; in 1830, 12,601; in 1840, 15,218. Engaged in commerce, 397; in manufactures and trades, 1032; navigating the ocean, 726; in the learned professions, &c., 101. It extends three miles from east to west, and has an average width of three-fourths of a mile. This city presents an imposing appearance from the sea: rising like an amphitheatre between two hills. It is regularly laid out, and handsomely built, and has several public buildings, among which are a court house, a spacious city hall, a gaol, and sixteen churches. It has also a custom house, six banks, a theatre, and an atheneum, containing a library of 4000 volumes. It has on a point at the entrance of the harbour, called Portland Head, a lighthouse, which is of stone, seventy-two feet high, built in 1790. On an eminence, on which Fort Sumner formerly stood, there is an observatory seventy feet high, which commands a view of the harbour and its islands. The harbour, which is among the best in the United States, is easy of entrance, spacious, and safe, being protected by islands at its entrance from the violence of storms. It is rarely obstructed by ice. It is defended on the opposite sides of the ship channel by Forts Preble and Scammel, on islands a mile and a half from the lighthouse. It is well situated for trade, having an extensive back country. There were, in 1840, forty commercial, and eight commission houses, with a capital of 658,500 dollars; 256 retail stores, with a capital of 574,450 dollars; two lumber yards, capital 4000 dollars; fisheries, capital 11,300 dollars; machinery produced, 3000 dollars; one furnace, capital 5000 dollars; two tanneries, capital 9000 dollars; two potteries, capital 4000 dollars; two ropewalks, capital, 18,000 dollars; nine printing offices, five binderies, two daily, seven weekly, three semi-weekly newspapers, and three periodicals, employing ninety-four persons, and a capital of 34,500 dollars. Total capital in manufactures, 215,350 dollars. Eleven academies and grammar schools, 1118 students, thirty-two common schools, 1976 scholars. The registered tonnage in 1840 was 56,135, and that of the coasting

* We shall follow in our description the names or terms used by the people and writers, of the United States. Corporate towns are usually called *cities* in the United States, although places called villages, and others called corporate towns, are often more populous. Liverpool, in England, is, in a higher degree than many ancient cities, a corporate town, but no one gives it, nor hundreds of great corporate towns in England, Germany, France, and Italy, the bombastic term *city*; though the term itself has nothing objectionable in it, excepting its ostentatious application in the United States and British America. In *olden times* Boston was called a *town*. In modern, under a new corporate form, a *city*. We were some years ago charged with extreme ignorance by some American (colonial) paper, for saying incidentally, for the active timber trading "city of St. John," New Brunswick, the "town of St. John;" which city, by the bye, is not even the capital of the province. The Member of Parliament who would say *City of Liverpool*, or the Deputy who would say *City of Havre*, would both be laughed at, probably incur nicknames for the remainder of their lives. It is true that charters in America, incorporate some places as *towns*, and others as *cities*; but we can trace nothing in the latter, which could not, with equal utility and common sense, be included in the former.

trade about 20,000 tons. The principal articles of export are lumber and fish, with beef, butter, &c. The natural facilities of communication which Portland enjoys have been increased by the Oxford canal, which extends from it twenty miles to Sebago pond,* and, by a lock in Songo river, is extended into Brady and Long ponds, thirty miles farther. The trade of the city is chiefly with the West Indies and Europe, and its coasting trade greatly, though not altogether, with Boston. To the latter there is a railroad. Portland was formerly a part of Falmouth, and 130 houses, constituting two-thirds of the village, were laid in ashes by the British in October, 1775. It was incorporated with its present name in 1786, and received a city charter in 1832.—*Official Returns, U. S. Gaz.*

BELFAST is situated at the head of Belfast bay, on the west side of the Penobscot river, thirty miles from the sea. Incorporated in 1773. A small river, over which there is an extensive bridge, flows through the town. The harbour is safe and spacious, rarely obstructed by ice, and sufficiently deep for vessels of the largest class. It is engaged in the foreign and coasting trade, in the fisheries, and in ship-building. Its principal exports are lumber and fish. Its registered tonnage in 1840 was 38,218. As the river above the town freezes, Belfast concentrates the principal winter trade of the Penobscot river. It had, in 1840, forty-two stores, capital 110,000 dollars; two fulling mills, four tanneries, two grist mills, five saw mills, one printing office, and one weekly newspaper. Capital in manufactures, 32,300 dollars. One academy, forty students, twenty-one schools, 1217 scholars. Population—1810, 1259; 1820, 2026; 1830, 3077; 1840, 4186.—*Official Returns.*

CASTINE, situated on a peninsula, on the east side of Penobscot bay, opposite Belfast, was first settled by the French in 1667, and by the English in 1760. It has a spacious, safe harbour, accessible at all seasons of the year, for ships of the largest burthen. It might easily be fortified, so as to make it a place of strength; the British had possession of it in the revolutionary and late war. It has a considerable trade in lumber, and shipping in the coasting trade and the fisheries. There were, in 1840, in the town twenty-seven stores, capital 97,400 dollars; 10,200 dollars invested in the fisheries; two tanneries, and one grist mill. Capital in manufactures, 14,050 dollars; seven schools, 406 scholars. Population, 1188.—*Official Returns, U. S. Gaz.*

GARDINEK is situated on the west side of Kennebec river. Cobbescontee river enters the Kennebec near the town. With a continued succession of falls, it affords abundant water power. There were, in 1840, an Episcopal and a Methodist church, a bank, and a lyceum, thirty-four stores, capital 63,450 dollars; one fulling mill, one woollen factory, two paper factories, one printing office, one periodical, one weekly newspaper, six tanneries, one pottery, five grist mills, sixteen saw mills. Capital in manufactures, 87,030 dollars. One academy, seventy students, twenty-one schools, 2086 scholars. Population, 5042.—*Official Returns, U. S. Gaz.*

HALLOWELL is situated on the west side of Kennebec river. The principal streets are parallel with the river, and crossed by others which rise from the river to the height of 200 feet. The principal trading street is near the river, and contains several brick stores and warehouses. The houses are well built. Vessels of 150 tons, and drawing nine feet of water, load or discharge at the wharfs. Its shipping is engaged chiefly in the coasting trade. Steamboats ply between this place and Portland and Boston. Granite is quarried here, and extensively exported. It is of a light colour, and is easily wrought. The town extends on both sides of the river. It has four tanneries. Capital in manufactures, 13,500 dollars. One academy, thirty-six students, twenty-nine schools, 950 scholars. Population, 4654.—*Official Returns, U. S. Gaz.*

MACHIAS, situated on the east side of the west branch of Machias river, near the falls, contains a court house, gaol, and numerous mills. Vessels of 250 tons ascend to the saw mills, and carry away the deals and lumber. It had, in 1840, ten stores, capital 38,250 dollars; two tanneries, two grist mills, twenty-three saw mills. Capital in manufactures, 132,939 dollars. Eleven schools, 382 scholars. Population, 1351. Tonnage of the district, 11,847.—*Official Returns, U. S. Gaz.*

NEWPORT, near a large pond, into which several streams empty, and the outlet of which forms the source of Sebasticook river, had, in 1840, four stores, capital 4800 dollars; one tannery, one grist mill, one saw mill. Capital in manufactures, 11,330 dollars. Eight schools, 471 scholars. Population, 1138.—*Official Returns, U. S. Gaz.*

PENOBSCOT is situated on the east side of the Penobscot river. An arm of its bay affords facilities for navigation. A large pond lies partly in its north-east part. It exports lumber. Incorporated in 1817. It had, in 1840, two stores, capital 1300 dollars; three grist mills, three saw mills. Capital in manufactures, 1930 dollars. Thirteen schools, 526 scholars. Population, 1474.—*Official Returns, U. S. Gaz.*

SACO is situated on the east side of Saco river, along which there is rich alluvial, or interval land. This village is situated at the falls, six miles from the mouth of the river, where it forms a cataract of forty-two feet, of great water power. The village contains a Congregational church, a bank, an academy, numerous mills, moved by water power, many handsome dwellings, and has

* Small lakes, or lagunes, are usually called ponds in the United States and in British America. The English reader must not associate any thing so mean as a horse pond or mill pond, with an American pond.

considerable navigation and trade, particularly in lumber. Just below the falls there is a large pool, where vessels take in their cargoes. Along the shore there is a fine beach, four miles long, with a beautiful view of the ocean, and is resorted to for a pleasant drive in warm weather. There were, in 1840, thirty-eight stores, capital 68,050 dollars; three cotton factories, 17,760 spinners; three tanneries, two printing offices, two weekly newspapers, two grist mills, two saw mills. Capital in manufactures, 1,020,932 dollars; five academies, 246 students; twenty-one schools, 800 scholars; population, 4,408; tonnage, in 1840, 3358.—*Official Returns, U. S. Gaz.*

The capital stock of the York Manufacturing Company, at Saco, is 1,000,000 dollars. They have in operation three mills, one of which is 210 feet in length, forty-five in width, and five stories in height, including the basement and attic. The other two are 145 feet in length, and the same width and height as the first mentioned—containing, in the whole, 17,800 spindles, and 570 looms.

The number of females employed during the last year was, on an average	800
The number of males	200
Yards of cloth made per week	102,200
Bales of cotton used	100
Tons Anthracite coal per year	900
Cords of wood per year	300
Tons potato starch, per year	30
or more than 1200 lb. per week.	
Gallons oil used per week	100

The average amount of the wages paid is 3000 dollars per week, or about 150,000 dollars per annum. The annual cost of raw cotton at the present prices is 250,000 dollars. The boards used in making boxes for packing the goods amount to more than 1000 feet per day.

The quantity of copperas and other dyestuffs, constitute the other principal outlay for raw materials used. The amount of tonnage employed for freight of bales, received or shipped, is equal to about 100 tons per week.

No person, male or female, is employed under fourteen years of age, and very few under sixteen. None are admitted until they have been properly instructed in reading and writing, and in order to show their proficiency, they are, in all cases, required to write their names before going into the mills. Writing schools are generally kept in the evening for the improvement of those who desire it.

It is a general regulation of the company that those in their employment, or living in their houses, who have not had the cow-pox, should be vaccinated, and a physician is employed for that purpose. An arrangement is also made with the physicians of the place, at the expense of the company, to attend, in case of sickness, upon all females in their employment, without charge to them for medical advice or attendance.—*Official Returns, Boston Advertiser, &c. &c.*

THOMASTON is situated between Penobscot bay on the east, and St. George's river on the west. It contains an abundance of limestone, and lime is made to the amount of 300,000 casks annually. Large ships come up the St. George's river to this town, twelve miles from the ocean. The Maine state prison is situated on the bank of St. George's river, on which is found a blue granite, which the prisoners are extensively employed in cutting, and preparing for exportation. The buildings, which are spacious and commodious, have attached to them ten acres of ground. Major-General Henry Knox, of the revolutionary army, died here in 1807, and was buried in the middle of a thick cedar grove, on his own ground, near his dwelling. This town had, in 1849, ninety stores, capital 131,400 dollars; three lumber yards, capital 1050 dollars; two fulling mills, one pottery, two printing offices, two weekly newspapers, three grist mills, one saw mill. Capital in manufactures, 211,410 dollars; one college, fifteen students, three academics, 166 students, twenty-seven schools, 2423 scholars. Population, 6227.—*Official Returns, U. S. Gaz.*

YORK.—On the sea coast the surface of this post township is rocky and rough; the soil generally barren, but fertile near the valley. Watered by York river, which enters the Atlantic by a wide mouth, and Cape Neddock river. Agamenticus mount lies in its north-west part, a noted landmark for seamen, the summit of which presents an extensive prospect. Incorporated in 1653. The village on the north side of York river was formerly the capital of the county. It has a good harbour, which admits vessels of 250 tons, and is regularly laid out, with streets crossing each other at right angles. It has some shipping, employed chiefly in the fisheries. It was originally designed for a large city, but has not equalled the expectations of its early founders. On Cape Neddock, a rocky promontory, is a light-house. It had, in 1840, eleven stores, capital 7750 dollars; two fulling mills, one tannery, five grist mills, five saw mills. Capital in manufactures, 2975 dollars; 866 scholars in schools. Population, 3111.—*Official Returns, U. S. Gaz.*

BRIDGETON is situated on Long Pond, from which there is a communication by boats to Portland, through the Oxford and Cumberland canal. The place is well situated for trade with the interior. It had, in 1840, nine stores, capital 11,800 dollars; three fulling mills, four tanneries, one pottery, five grist mills, seven saw mills. Capital in manufactures, 16,350 dollars. One academy, eighty students, eighteen schools, 769 scholars. Population, 1987.—*Official Returns, U. S. Gaz.*

CALAIS is situated at the head of the navigation on the St. Croix or Schoodic river, nearly opposite to St. Andrews, New Brunswick. It has an upper and a lower village, which are about two miles apart, and connected by a railroad. The falls in the river here afford abundant water power. Below the lower falls is a bridge, which crosses to the British side. The tide here rises twenty feet, and vessels of the largest class ascend to the lower village. It had, in 1840, three foreign commercial houses, capital, 370,000 dollars; thirty stores, capital, 81,005 dollars; six lumber yards, capital, 71,000 dollars; one grist mill, twenty saw mills. Capital in manufactures, 130,820 dollars. Ten schools, 1217 scholars. Population, 2934.—*Official Returns, U. S. Gaz.*

EASTPORT is situated on Moose Island, four miles long; which, with several smaller islands in Passamaquoddy bay, constitute the township. A bridge on the north-west connects it with Perry, and a ferry of three miles with Lubec. It has a capacious dock. The village contained in 1840, five churches, forty stores, a garrison, and about 2000 inhabitants, who are chiefly engaged in the lumber trade and the fisheries. There are in the town forty-nine stores, capital, 186,250 dollars; one tannery. Capital in manufactures, 8900 dollars. One academy, thirty students, eleven schools, 560 scholars. Population, 2876.—*Official Returns, U. S. Gaz.*

FREEMPORT, pleasantly situated at the head of Casco bay, has a small harbour, with some coasting trade and ship building. There were, in 1840, eleven stores, capital, 11,900 dollars; one tannery, two grist mills, one saw mill. Capital in manufactures, 3100 dollars. Eighteen schools, 806 scholars. Population, 2662.—*Official Returns, U. S. Gaz.*

NORRIDGEWOOD is situated on both sides of the Kennebec river. The surface of the adjoining lands is moderately hilly; soil, generally fertile, and adapted to the culture of grain. The village is situated on the north side of Kennebec river, across which there is a bridge, connecting it with a village on the south side. It contains a court house, gaol, a Congregational church, and a female academy. Its trade is extensive with the back country. There were, in 1840, seven stores, capital 18,500 dollars; one fulling mill, two tanneries, one weekly newspaper, one grist mill, one saw mill, one oil mill. Capital in manufactures, 13,725 dollars. One academy, twenty-five students, twenty schools, 835 scholars. Population, 1865.—*Official Returns, U. S. Gaz.*

PHIPPSBURG is situated at the mouth of the Kennebec, on a peninsula, between the Kennebec river on the east, and New Meadow bay on the west, with the Atlantic on the south. It has several vessels, employed chiefly in the fisheries. Ship building forms a considerable business. It had, in 1840, seven houses in trade, capital 2850 dollars; one grist mill, thirty three saw mills. Capital in manufactures, 143,417 dollars. Nine schools, 654 scholars. Population, 1657.—*Official Returns, U. S. Gaz.*

PROSPECT, situated on the west side, and at the mouth of the Penobscot river, was incorporated in 1794. It had, in 1840, fifteen stores, capital 41,700 dollars; one fulling mill, two tanneries, two grist mills, twelve saw mills. Capital in manufactures, 35,350 dollars. Twenty schools, 1416 scholars. Population 3492.—*Official Returns.*

SIDNEY.—Kennebec river runs on its east border, and Snow's pond lies on its west border, which receives the waters of several other large ponds, and flows north through Waterville into Kennebec river. Incorporated in 1792. The soil is fertile, adapted to grain. It had, in 1840, two stores, capital 1450 dollars; one fulling mill, two tanneries, two grist mills, eight saw mills. Capital in manufactures, 35,893 dollars. Eighteen schools, 833 scholars. Population, 2190.—*Official Returns, U. S. Gaz.*

TURNER.—The Androscoggin river flows on its eastern border. The surface is pleasantly diversified: soil, generally fertile. Incorporated in 1786. It had, in 1840, ten stores, capital, 7500 dollars; two lumber yards, capital, 900 dollars; two fulling mills, one tannery, five grist mills, eight saw mills, one oil mill. Capital in manufactures, 21,655 dollars: one academy, eighty students, seventeen schools, 1067 scholars. Population, 2479.—*Official Returns, U. S. Gaz.*

VASSALBOROUGH.—The outlets of two large ponds, on its eastern border, afford water power. By means of the dam across the Kennebec river, at Augusta, and the lock at that place, vessels from the ocean ascend to this place. Incorporated in 1771. It had, in 1840, nine stores, capital, 9200 dollars; two fulling mills, one woollen factory, six tanneries, one paper factory, seven grist mills, seven saw mills. Capital in manufactures, 51,335. One academy, 100 students, twenty-two schools, 1164 scholars. Population, 2952.—*Official Returns, U. S. Gaz.*

WISCASSET has a port of entry, with a safe harbour at the mouth of the Sheepscot river, sufficient for vessels of the largest size, and seldom obstructed by ice. Its shipping are engaged in the foreign and coasting trade, and in the fisheries. Ship building is a leading business. The township has a court-house, several churches, a number of stores, a printing office issuing a weekly newspaper, and many large and handsome dwellings. It is one of the most important seaports of the state. There were, in 1840, five commercial houses, capital, 103,600 dollars; twenty-one stores, capital 27,800 dollars; one furnace, two tanneries, one pottery, two grist mills, one saw mill. Capital in manufactures, 71,150 dollars. Eight schools, 983 scholars. Population, 2314.—*Official Returns, U. S. Gaz.*

SCARBOROUGH.—Capital in manufactures, in 1840, 4260 dollars; fourteen schools, 854 scholars. Population, 2172.—*Official Returns.*

WATERVILLE is situated at Teconic falls on the Kennebec, which are eighteen feet in height, where

there is a bridge across the river. It contains four churches, an academy, and various mills and manufactories. The Kennebec is navigable to this place from Augusta, for boats of forty tons. Emerson's stream, a tributary of the Kennebec, has a very high fall, and affords good water power, where there is a manufacturing village. Waterville College, under the direction of the Baptists in this township, was founded in 1820, has a president, and five professors or other instructors, 145 alumni, of whom thirty have been ministers of the gospel, sixty-five students, and 7000 volumes in its libraries. It has two edifices containing rooms for students, a chapel and a commons hall. There were, in 1840, thirty-nine stores, capital 129,800 dollars; two fulling mills, one college, ninety-four students, two academies, 262 students, nineteen schools, 1274 scholars. Population, 2971.—*Official Returns, U. S. Gaz.*

Bristol is situated in a township. It lies east of the Damariscotta river, and south upon the Atlantic. Pemaquid river supplies it with water power. The township has good harbours, and considerable shipping, engaged chiefly in the coasting trade and the fisheries. The first settlement in Maine was commenced in 1625, and incorporated in 1765. It had, in 1840, seven stores, capital, 4900 dollars; one fulling mill, four tanneries, two grist mills, five saw mills; capital in manufactures, 17,300 dollars; nineteen schools, 1014 scholars. Population, 2945.—*Official Returns, U. S. Gaz.*

Brunswick is situated on the south side of the Androscoggin river, at the lower falls, where there is abundant water power. The river below is navigable for boats to Bath. A great quantity of lumber and deals comes down to Androscoggin. There are thirteen saw mills and a cotton factory at this place. A bridge connects it with Topsham.

Bowdoin college, a well-endowed institution, in this place, was founded in 1794. It has a president and ten professors or other instructors, 649 alumni, 165 students, and about 20,000 volumes. A medical school is attached to the institution, with four professors and seventy students. Its philosophical apparatus, and its cabinets of mineralogy and natural history are highly spoken of. The commencement of term is on the first Wednesday in September. The town had, in 1840, thirty stores, capital 34,150 dollars; one fulling mill, one woollen factory, one cotton factory, 4000 spinners, two tanneries, one pottery, one flouring mill, five grist mills, thirteen saw mills, one printing office, one periodical; capital in manufactures, 220,825 dollars; two academies, sixty-six students, thirty-two schools, 1065 scholars. Population, 4259.—*Official Returns, U. S. Gaz.*

West Brook, through which the river Presumpscot flows from west to east, contains the manufacturing village of Sacarappa, and another called Stroudwater, which has some vessels employed in the coasting-trade and the fisheries. The Cumberland and Oxford Canal passes through the township, in which there were, in 1840, twenty-four stores, capital, 13,850 dollars; two fulling mills, two furnaces, eight tanneries, ten grist mills, thirteen saw mills; capital in manufactures, 286,460 dollars; two academies, eighty students, fifteen schools, 1439 scholars. Population, 4116.—*Official Returns, U. S. Gaz.*

Buxton had, in 1840, twelve stores, capital, 6650 dollars; two fulling mills, six tanneries, one pottery, two grist mills, twelve saw mills; capital in manufactures, 24,138 dollars, fifteen schools, 1271 scholars. Population, 2688.—*Official Returns, U. S. Gaz.*

Ellsworth is a township watered by the Union river, with soil adapted to grain and to grazing. Its village is situated on both sides of Union river, where it is crossed by a bridge, at the head of tide navigation, and to which large vessels ascend. It contains a court house, and other county buildings. There were, in 1840, fifteen stores, capital, 4300 dollars; five grist mills, nineteen saw mills; capital in manufactures, 4000 dollars; one academy, twelve students, nineteen schools, 670 scholars. Population, 2263.—*Official Returns, U. S. Gaz.*

Frankfort is a township with fertile and commercial advantages. The river Penobscot at this place remains open through the year. The principal village of this township is on Marsh bay. There were in all, in 1840, thirty-six stores, capital, 35,500 dollars; one commercial house, capital, 6000 dollars; eighteen lumber yards, capital 54,400 dollars; two fulling mills, three tanneries, five grist mills, fifteen saw mills; capital in manufactures, 70,495 dollars; twenty-three schools, 953 scholars. Population, 3603.—*Official Returns.*

Gorham, first settled in 1736. It has a well-endowed academy, and contained, in 1840, one tannery, one powder mill, three grist mills, four saw mills; capital in manufactures, 13,920 dollars; one academy, 309 students, twenty-three schools, 1160 scholars. Population, 3004.—*Official Returns.*

Biddeford town is connected with the town of Saco by a bridge. It extends to the sea, and has a revolving light off the mouth of the Saco river. It had, in 1840, fifteen stores, capital, 7500 dollars; one furnace, one fulling mill, two tanneries, one pottery, two grist mills, nine saw mills; capital in manufactures, 16,450 dollars; thirteen schools, 563 scholars. Population, 2574.

Bath.—This town had, in 1840, a population of 5741 inhabitants. It is situated on the Kennebec, twelve miles from the sea. The river at the town is seldom frozen over. Ship-building is extensively carried on. Registered tonnage, in 1840, 64,035. It has also an active coasting trade by sailing vessels and steamboats. It had, in 1840, three churches, two banks, seventy-five stores, capital 223,300 dollars; two furnaces, two tanneries, fifteen saw mills; value of ships

built that year, 220,000 dollars : one printing office, one newspaper, five academies, 120 students, twenty schools, 1010 scholars.

SOUTH BERWICK is situated on the Salmonfall river. In 1840 it had a population of 2314 inhabitants, one fulling mill, three woollen factories, one cotton factory, 6912 spindles, three tanneries, two grist mills, five saw mills, sixteen stores; capital 24,300 dollars; capital in manufactures, 228,400 dollars, one academy, seventy-three students, fourteen schools, 871 scholars.

BUCKSPORT is a thriving town on the Penobscot river, with a good harbour. In 1840 it contained 3015 inhabitants, five foreign commercial houses, eighteen stores, one fulling mill, two tanneries, three grist mills, eight oil mills; capital in manufactures, 15,700 dollars. Exports lumber.

CAMDEN, on the Penobscot, had, in 1840, a population of 3005 inhabitants, eleven stores; capital in manufactures, 105,600 dollars, and several ship-building yards, with an active fishery and coasting trade.

KENNABUNK is situated near the entrance of the river of the same name, and has a good harbour, shipping, coasting trade, and fisheries. In 1840, population, 2323 inhabitants, seventeen stores, one cotton factory, one printing office and newspaper, one grist mill, three saw mills, &c.

MINOT, on the Androscoggin, had, in 1840, a population of 3550 inhabitants, fifteen stores, two fulling mills, and one furnace.

NORTH YARMOUTH, situated on Casco bay, has a coasting trade and fisheries. It contained, in 1840, a population of 2824 inhabitants, four churches, one academy, eighteen schools, fifteen stores, two fulling mills, five tanneries, three potteries, three grist mills, and three saw mills.

POLAND, with a village of agricultural Shakers, is a township on the Little Androscoggin. Population, 2360.

There are several smaller towns and villages in Maine.

NAVIGATION AND TRADE OF THE PORTS OF MAINE.

The navigation of the ports of this state is confined nearly altogether to British, colonial, and United States' shipping; the former chiefly in the trade between this state and the British colonies. In 1843 there arrived in Portland 116 British vessels, chiefly schooners, and all with cargoes of gypsum, for manure, and some wood from Nova Scotia and New Brunswick. They returned with flour and some West India produce, and many in ballast. The tonnage of those vessels amounted to 7312 tons, crews 506. Invoice value of cargoes imported, only 1683*l*.; of cargoes exported, 1264*l*.

Five hundred and eighty-one British vessels arrived from Nova Scotia and New Brunswick, during the same year, within the customs district of Passamaquoddy bay, Maine; tonnage, 33,509 tons; crews, 2424. Invoice value of cargoes, 9726*l*. Cargoes consisted chiefly of gypsum, some timber, grindstones, and cargoes of coal; the latter from Picton. They sailed chiefly in ballast; a few carried to the British colonies, flour; and some wood to the West Indies. Value of exports, 9097*l*. 110 British vessels arrived at Portsmouth, Maine, with gypsum, coal, wood, and some Poblans from Nova Scotia and New Brunswick. Tonnage, 5182 tons; crews, 388. Invoice value of cargoes, 960*l*.; of cargoes exported, only 401*l*. 10 British vessels arrived at the port of Bath, with gypsum, value 149*l*.; tonnage, 663 tons, crews, 38. Three arrived at the port of Belfast, one only loaded. Value of cargo, gypsum, 16*l*.

The coasting trade, the fisheries, and carrying timber to the southern ports of the neighbouring states; and gypsum, grindstones, and coal from Nova Scotia and New Brunswick, constitute the chief carrying trade and employment of the vessels belonging to the state of Maine. The following table does not include the shore fisheries, or the coasting trade of the state.

GROSS RETURN of British and Foreign Trade, at the principal Ports within the Consulate of Maine and New Hampshire, during the Year ending December 31st, 1843.

PORTS.		ARRIVED.				DEPARTED.			
		Number of Vessels.	Tonnage.	Number of Crews.	Invoice value of Cargoes.	Number of Vessels.	Tonnage.	Number of Crews.	Invoice value of Cargoes.
Portland	{ British	116	7,312	506	£ 1,683 13 4	116	7,312	506	£ 1,304 6 9
	{ Foreign	86	19,197	623	54,016 16 0	148	29,117	1229	77,492 18 0
	Total	202	26,509	1,129	55,730 9 4	264	36,429	1735	78,797 5 3
Portsmouth	{ British	110	5,182	388	960 11 4	110	5,182	388	401 0 7
	{ Foreign	14	5,752	100	6,457 4 1	2	200	9	1,058 1 11
	Total	124	10,934	578	16,117 15 5	112	5,382	397	1,459 2 6
Passamaquoddy	{ British	581	3,509	2,421	9,726 8 10	581	33,509	2424	9,097 17 1
	{ Foreign	73	11,105	487	5,484 11 0	78	13,692	580	42,247 2 6
	Total	654	44,614	2,911	15,210 0 4	659	47,111	3004	51,344 19 7
Bath	{ British	10	663	38	149 19 1	10	663	38	100 0 0
	{ Foreign	42	11,300	498	14,080 1 0	98	17,233	760	40,592 17 0
	Total	52	11,963	566	14,230 0 1	108	17,896	798	40,693 0 0
Belfast	{ British	3	103	12	15 19 6	3	163	12	11 5 0
	{ Foreign	29	4,827	212	8,155 0 0	91	15,979	711	30,243 12 0
	Total	32	4,930	224	8,470 19 0	94	16,142	723	30,254 17 0
Penobscot	Foreign	4	1,016	37	467 2 0	11	1,520	57	3,977 7 6
Saco	Foreign	..	..	..	..	3	336	18	336 17 3
Kennebunk	Foreign	3	628	26	414 0 0	6	1,152	50	1,781 11 3
Waldborough	Foreign	13	2,570	88	678 5 11	5	879	35	658 2 6
Wiscasset	Foreign	3	517	21	701 15 1	7	932	48	2,037 0 0
Frenchman's Bay	Foreign	..	..	..	..	1	100	6	256 10 5
Machias	Foreign	2	265	13	Ballast	1	103	7	218 5 3

II. NEW HAMPSHIRE.

NEW HAMPSHIRE is bounded on the north by Lower Canada, on the east by Maine, on the south-east by the Atlantic, on the south by Massachusetts, and on the west by Vermont, and by the Connecticut river. It extends from 42 deg. 41 min. to 45 deg. 11 min. north latitude, and from 70 deg. 40 min. to 72 deg. 28 min. west longitude. It is 160 miles long, and from 20 to 90 broad. Area 9280 square miles, or 5,939,200 acres. The population in 1790 was 141,885; in 1800, 138,858; in 1810, 214,460; in 1820, 244,161; in 1830, 269,328; in 1840, 284,574. Of these, 139,004 were free white males, 145,032 free white females, 248 free coloured males, 290 free coloured females. Engaged in agriculture, 77,941; in commerce, 1,379; in manufactures and trades, 17,826; navigating the ocean, 455; navigating lakes and rivers, 198; learned professions, 1640.—*Official Returns to Congress for 1840.*

CONCORD is the seat of government, situated on the Merrimac river, sixty-three miles north-north-west from Boston, with which it has a boat communication, by means of the river and the Middlesex canal.

The state is divided into ten counties, which, with their population and capitals, were in 1840 as follows:—Rockingham, 45,771, C. Portsmouth and Exeter; Merrimac, 36,253, C. Concord; Hillsborough, 42,494, C. Amherst; Cheshire, 26,429, C. Keene; Sullivan, 20,340, C. Newport; Strafford, 23,466, C. Dover and Rochester; Belknap, 47,988 C. Guildford; Carroll, 19,973, C. Ossipee; Grafton, 42,311, C. Haverhill and Plymouth; Coos, 9849, C. Lancaster. These contain about 323 townships.—*Official Returns.*

New Hampshire extends only eighteen miles along the seacoast, and the shore is generally a sandy beach, bordered in front by salt marshes, and indented by creeks and coves, which form harbours for small craft. There are only two heights on the coast, Great and Little Boar's Heads, both in the town of Hampton. The country, for twenty or thirty miles from the sea, is generally

level or moderately undulated. Elevated hills and vales succeed; and toward the northern part the country becomes mountainous. The most elevated summits are the highest in the United States east of the Rocky mountains. The principal chain rises between the Connecticut and Merrimac rivers, and passes north of the sources of the Merrimac. The highest points are Grand Monadnock, toward the south-west part of the state, 3254 feet above the level of the sea; Sunapee mountain, near Sunapee lake; and, farther north, Mooschillock, 4636 feet high; beyond which the White mountains rise to the height of 6428 feet, the most elevated summit being denominated Mount Washington. The Gap in the White mountains, called the Notch, is in some places not more than twenty-two feet wide, with lofty precipices on both sides, presenting wild and grand scenery. A road passes through this Gap, being the only pass over, or rather through, the mountains. By this road the products of the north part of New Hampshire, and the north-east part of Vermont, are carried to Portland; and so important is this communication considered by Maine, that its legislature has sometimes made grants for its improvement. One of the streams of the Saco river flows through the Gap. - *U. S. Gaz.*

The elevated lands of New Hampshire afford grazing, and the valleys and the banks and plains of the rivers, and especially the alluvians and plains of the Connecticut are fertile and remarkably productive. In the uncultivated part of the state the quality of the soil is ascertained by the various kinds of timber which grow upon it. Land upon which white oak grows is hard and stony; black and yellow birch, white ash, elm, and alder, grow on a deep, fertile, and moist soil, on which grass seeds and grain may be sown without ploughing; red oak grows best on heavy soils. Agriculture and pasturage have always been the chief pursuits of the people of New Hampshire. Apples and pears are the principal fruits. Each farm has usually an orchard. The principal productions are grass, wheat, rye, Indian corn; and beef, pork, mutton, and butter and cheese, are produced in great quantities. According to the census of 1840, the live stock consisted of 43,892 horses and mules, 275,562 neat cattle, 617,390 sheep, 121,671 swine. Value of poultry, 107,092 dollars. The agricultural products were, 422,124 bushels of wheat, 121,899 bushels of barley, 1,296,114 bushels of oats, 308,148 bushels of rye, 105,103 bushels of buckwheat, 1,162,572 bushels of Indian corn, 243,425 lbs. of hops, 6,206,606 bushels of potatoes, 496,107 tons of hay, 24½ tons of hemp and flax, 1,162,368 lbs. of maple sugar. The products of the dairy were 1,638,543 dollars; of the orchard, 239,973 dollars; of lumber, 433,217 dollars; the sheep yielded 1,260,517 lbs. of wool.

The Merrimac river is rendered navigable by dams, locks, and canals, from Concord until it meets the Middlesex canal. By this route the produce of the southern part of the state is conveyed to Boston. From the western part, much of the produce is carried by the Connecticut river to Hartford. From the upper counties the produce is exported to be sold at Portland. Portsmouth is the most commercial town in the state. The principal articles of export are lumber, fish, beef, pork, horses, neat cattle, sheep, flax-seed, pot and pearl ashes.

The climate of New Hampshire partakes of the extremes of heat and cold, but the air is generally salubrious.* In the month of November the rivers are generally frozen over, and the snow usually lies on the ground until April, and in the northern and mountainous parts until May.

The principal rivers are the Connecticut, navigable for boats to the fifteen mile falls, near Bath, 250 miles above Hartford, in Connecticut; the Merrimac, navigable for boats to Concord. The

* Many instances of longevity, above 100 years of age, are recorded in this state. Among others, was Henry Langstaff, who had been eighty-four years in New England, and who died 18th of July, 1705, "above 100 years of age." His death was occasioned by a fall. Rev. Mr. Pike, of Dover, says in his journal, that he was "a hale, strong, hearty man, and might have lived many years longer, but for the accident which occasioned his death."

William Perkins, of Newmarket, who died in 1732, at the age of 116, was a native of the West of England. Governor Burnet, when on his way to New Hampshire, visited him, and examined him closely concerning events of the civil war in England. His son died in 1757, aged 87; and a great grandson died in 1824, at the age of 91.

William Scory, of Londonderry, died in 1754, aged 110. He was vigorous and active to the close of life. When 104, he walked from Londonderry to Portsmouth, thirty-six miles, and back again by another route twenty-five miles farther, "in order to see how many children his grandchildren's grand-children had, for they had been married several years."—*Boston Weekly Post-Boy*, March 6, 1749.

Robert Metlin, of Wakefield, who died 5th February, 1787, aged 115, was a native of Scotland, lived many years at Portsmouth, where he carried on the business of a baker, and was noted as a pedestrian. He used to go on foot to Boston, then about sixty miles, performing the distance usually in a single day, where, after purchasing his flour, and putting it on board a coaster, he would walk home on the following day. He was 80 years old when he last performed this feat. The journey was thought, in those days, a good day's work for a horse.

John Lovewell, of Dunstable, lived to be about 100 years of age. He was a man of such

Saco, the Androscoggin, and the Piscataqua, rise in, and run through part of this state. The other rivers are the Upper and Lower Ammonoosuc, Sugar, Ashuelot, Contoocook, Maragalloway, and Nashua. By means of the Piscataqua, a navigation for small craft is opened to Newmarket, Durham, and Exeter.

The lakes are numerous; but few of them are large. Lake Winnipiseogee, near the centre of the state, is twenty-three miles long, and from two to ten broad; which, with Umbagog, which lies partly in Maine, Ossipee, Sunapee, Squam, and Newfound, are the principal.

The harbour of Portsmouth is one of the best in America. It has forty feet depth of water at low tide, and is easily accessible for the largest ships. The principal towns are Dover, Concord, Portsmouth, Nashua, Keene, Exeter, Manchester, Peterborough, Walpole, Claremont, Gilmanton, Meredith, Hanover, and Haverhill.—*U. S. Gaz.*

There were in 1840, in New Hampshire, eighteen commercial, and six commission houses engaged in foreign trade, with a capital of 1,330,600 dollars; 1075 retail dry goods and other stores, employing a capital of 2,602,422 dollars; 117 persons engaged in internal transportation, who, with thirty-eight butchers, packers, &c., employed a capital of 54,120 dollars; 626 persons employed in the lumber trade, with a capital of 29,000 dollars; 399 persons employed in the fisheries, with a capital of 59,680 dollars.

There were in 1840, in New Hampshire, or goods made in the houses of families, manufactured to the value of 538,303 dollars. There were sixty-six woollen manufactories, and 152 fulling mills, employing 893 persons, producing goods to the value of 795,784 dollars, with a capital of 740,345 dollars; fifty-eight cotton manufactories, with 195,173 spindles, employing 6991 persons, producing goods to the value of 4,142,304 dollars, and employing a capital of 5,523,200 dollars; fifteen furnaces produced 1320 tons of cast iron, and two forges of 125 tons of bar iron, together employing 121 persons, and a capital of 98,200 dollars; one smelting-house, employing two persons, produced 1000 lbs. of lead; thirteen paper manufactories produced articles to the value of 150,600 dollars; and other paper manufactories to the value of 1500 dollars, the whole employing 111 persons, with a capital of 104,300 dollars; hats and caps were manufactured to the value of 190,526 dollars, and straw bonnets to the value of 9379 dollars, together employing 2048 persons, and a capital of 48,852 dollars; seventeen persons manufactured tobacco to the value of 10,500 dollars, with a capital of 2100 dollars; 251 tanneries employed 776 persons, and a capital of 386,402 dollars; 2131 other manufactories of leather, as saddleries, &c., produced articles to the value of 712,151 dollars, and employed a capital of 230,649 dollars; five distilleries produced 51,244 gallons, one brewery 3000 gallons, together employing seven persons, and a capital of 15,998 dollars; three glass houses employed eighty-five persons, producing to the value of 47,000 dollars, with a capital of 44,000 dollars; fourteen potteries employed twenty-nine persons, producing 19,100 dollars, with a capital of 6840 dollars; twenty persons manufactured soap to the amount of 10,900 lbs., and tallow candles to the amount of 28,845 lbs., and spermaceti or wax candles to the amount of 50,000 lbs., with a capital of 13,550 dollars; 191 persons produced machinery to the value of 106,814 dollars; forty-seven persons produced musical instruments to the amount of 26,750 dollars, with a capital of 14,050 dollars; 197 persons manufactured hardware and cutlery to the amount of 124,460 dollars; fifty-five persons manufactured granite and marble to the amount of 21,918 dollars; 236 persons manufactured bricks and lime to the amount of 63,166 dollars; 450 persons produced carriages and waggons to the amount of 232,240 dollars, employing a capital of 114,762 dollars; seven powder mills, employing eleven persons, produced 185,000 lbs. of gunpowder, with a capital of 58,000 dollars; mills of various kinds employed 1296 persons, and produced articles to the value of 758,260 dollars, with a capital of 1,149,193 dollars; ships were built to the amount of 78,000 dollars; the manufacture of furniture employed 233 persons, producing articles worth 105,827 dollars, and employing a capital of

venerable appearance, that the Indians regarded him with reverence, and never offered to molest him.

Samuel Welch, of Bow, who died the 5th of April, 1823, in the 113th year of his age, was born at Kingston, 1st September, 1710, and is supposed to have been the oldest native of New Hampshire, of European descent, who ever died in the state.

The oldest female in New Hampshire, Hannah Belknap, died in 1784, at the age of 107, lacking one month. When 105, she rode from Atkinson to Plaistow, on horseback, on a "pillion," behind her son, Obadiah Belknap. Her husband died at the age of 95.

Though more females live to an advanced age than males, yet fewer females in this country have attained extreme old age than males. Of the 163 persons who have lived in New Hampshire to the age of 100 years and upwards, 101 were females. Of those, one was nearly 107, three were 106, five were 105, four were 104, six were 103, nine were 102, twenty-four were 101, and the remainder 100, or in their hundredth year. Of the males, one was 117, one 116, one 115, one 112, six 105, four 103, four 102, eight 101, and the remainder 100, or in their hundredth year.

59,984 dollars. There were built ninety brick and 434 wood-houses, employing 935 persons, valued at 470,715 dollars. There were thirty-six printing offices, twenty-two binderies, twenty-seven weekly newspapers, six periodicals, the whole employing 256 persons, and a capital of 110,850 dollars. The whole amount of capital employed in manufactures was 9,252,448 dollars.

—*Official Returns.*

The principal institution for education in the state, is Dartmouth College, Hanover, founded in 1770. There is attached to it a medical department. The Gilmanton theological seminary, at Gilmanton, was founded in 1835. In these institutions, there were in 1840, 433 students. There were in the state 68 academies, with 5799 students; and 2127 common and primary schools, with 82,692 scholars. In the state, there were 942 white persons, over twenty years of age, who could neither read nor write.

The principal religious denominations are the Congregationalists, Baptists, and Methodists. In 1836, the Congregationalists had 159 churches, 142 ministers, and 18,982 communicants; the Baptists had 90 churches, 64 ordained ministers, and 6505 communicants. The Free-will Baptists had 100 congregations, and 81 ministers. The Methodists had 75 ministers. Besides these, there are Presbyterians, Unitarians, Universalists, Episcopalians, some Roman Catholics, and two societies of Shakers.

The public works of this state are chiefly those for the improvement of the Merrimac river, by dams, locks, and short canals. They are, Bow falls, three miles below Concord, three quarters of a mile long; Hookset falls, one-eighth of a mile; Amoskeag falls, one mile; Union falls, nine miles; and Sewell's falls, a quarter of a mile. The Eastern railroad extends from Massachusetts line to Portsmouth, 15½ miles; the Nashua and Lowell railroad, from Nashua, New Hampshire, to Lowell, Massachusetts, incorporated in 1836. The Boston and Maine railroad extends from Massachusetts line to Exeter, fourteen miles.*—*U. S. Gaz.*

Mr. J. B. Moon, in his interesting account of the commerce and resources of New Hampshire, says, "That this state has but one seaport, and that is situated in the south-easterly corner of the state, isolated in a considerable degree from a larger portion of the natural trade of the interior, which finds its way down the valleys of the Merrimac to Massachusetts, or of the Connecticut to Hartford. Neither is New Hampshire, by nature, an agricultural state. The elements of her early prosperity were found in the extensive forests of timber which once covered the state; and after those disappeared, in the unsurpassed water-power which exists in every county of the state. Doctor Franklin, some years before the revolution, remarked, that the great water-power possessed by this then colony, must in the end form the source of its prosperity. The establishment of the large manufacturing towns of Dover, Nashua, Newmarket, &c., and of the new manufacturing town at Amoskeag, which is growing up to be in the end the rival of its elder sister, Lowell, attest the wisdom of his observation.

"Wherever manufactures spring up into life, there better markets are created for the farming community; and agriculture, which before drooped, revives, and its beneficial results are multiplied. The hardy soil of New Hampshire has been improved and cultivated by as industrious a community, perhaps, as ever lived, until the products of that state, notwithstanding the disadvantages alluded to, have risen to a relative amount and value scarcely inferior to those of any other state. It should be borne in mind in examining the results of the products in the accounts of 1840, here given, that the whole area of this state embraces but a little more than 6,000,000 of acres, including the lakes and ponds, and those vast piles of mountains which have, not inappropriately, given it the name of the *granite* state.

"Returns of the polls and rateable estate in New Hampshire are made under the requisition of the state, once in four years, for the purpose of equalising the proportion of taxes among the different towns. The returns made to the legislature in November, 1840, exhibit the following aggregates:—

* *Travelling in the Last Century.*—The Boston Evening Post of April 6, 1761, contains the following paragraph, giving notice of the great improvements which had been made, by a spirit of enterprise which always distinguished our ancestors, in the mode of travelling between Portsmouth and Boston:—

"We learn from Portsmouth, New Hampshire, that for the encouragement of trade from that place to this town, a large stage chaise, with two good horses, well equipped, will be ready by Monday week next, to set out from thence to this place, to perform once a week; to lodge at Ipswich the first night; from thence through Salem and Medford to Charlestown ferry; to tarry at Charlestown till Thursday morning, so as to return to Portsmouth the next day, and set out again the Monday following—that it will be contrived to carry four persons, the price to be 13s. 6d. sterling."

It thus appears, that a week was occupied by this *fast vehicle*, drawn by "two good horses," in going to Boston and returning. A man is now, 1844, able to visit the city from Portsmouth before breakfast, transact his business, and return to dinner!

The number of rateable polls, or persons liable to be taxed, and entitled to vote	57,145	
Estimated value of real estate, taxable	54,685,026	dollars.*
Number of horses, four years old, 39,442	1,646,909	
" " two " 3,591	100,122	
" oxen, 44,492	1,581,602	
" cows, 87,913	848,951	
" other neat stock, 69,228	1,003,815	
" sheep, 517,536	1,049,326	
Value of stock in trade	2,975,798	
" bank stock and money	7,285,248	dollars.
" other stocks	164,865	
Number of carriages	218,289	

" The growth of the manufacturing villages may be seen by the following data. In 1820, the population of Dover was 2871; it is now 6458. Dunstable (now Nashua) then numbered a population of 1142, now 6054. Somersworth, in 1820, had 841 inhabitants, where there are now 3283; Newmarket, 1083, where there are now 2746; and in Manchester (Amoskeag,) where, in 1830, there were only 887 inhabitants, there are now 3235. *In the same proportion that the growth of manufactures has been fostered, has the value of all the surrounding country been increased. The farmer has found a better market for his surplus productions and better prices. His lands have trebled in value, and he has become independent and wealthy from these causes.* He finds a ready demand for any thing he may have to sell, in his own neighbourhood, often at his own doors. The enlightened legislators of New Hampshire have foreseen the advantages of protecting the interests of the manufacturer, as identified with that of the agriculturist; and will, no doubt, continue to extend all proper encouragement to that branch of industry, as the best means of ensuring the permanent wealth and prosperity of the state.

" In estimating the natural resources of New Hampshire, its deposits of iron and copper, and immense quantities of granite suited to the purposes of building, claim consideration. A geological survey, under the authority of the state, is now in progress, conducted by one of the most skilful geologists of New England. His examinations have already brought to light the existence of several extensive beds of iron, and a valuable one of limestone, not hitherto known, which will prove sources of great profit to the state. Iron exists in many parts of the state. The ore which has hitherto been chiefly worked is at Franconia and Lisbon, in the northerly part of the state, and is considered one of the richest in the United States, yielding from 60 to 75 per cent. Ores of copper are found also at Franconia, Warren, Eaton, and other places, which want only a judicious investment of capital and labour to develop their treasures. The zinc ore mines of Warren, in this state, are described as abundant and rich. A very rich mine of tin ore has been discovered by the state geologist, in the town of Jackson, near the foot of the White Mountains, which promises to yield from 30 to 60 per cent in pure worked ore. This is the first workable tin mine that has been discovered in the United States. In the town of Eaton, there are also extensive deposits of ores of zinc and lead, mixed in some of the strata with veins of silver, which are worth being wrought.

" There is no state which possesses greater quantities of granite suited to the purposes of architecture, than New Hampshire.† At various points on the very margins, or near the banks of the

* Under the direct tax appraisals made by authority of the United States in 1798, 1813, and 1815, the valuation of real estate in New Hampshire was as follows:—

Value of lands, houses, &c., in 1798—23,175,046-93 dollars; in 1813—36,957,825 dollars; in 1815, 38,745,974 dollars.

The total number of dwelling-houses in New Hampshire in 1798, was 11,142.

† The largest stones found in the ruins of Balbec measured seventy-two feet long by eight feet square. A visit to the Quincy Granite Quarries would enlighten some upon this subject. I have a few days ago returned from a ramble in that part of the country. I called upon Mr. Willard, architect, of Boston, and engineer of these extensive quarries, which belong to the Exchange Company of New York; he kindly showed me the works—here the materials for the erection of the exchange are obtained: at the time I was on the spot, Mr. Willard was getting out two blocks of granite, each measuring eighty-two feet long by eight feet square; the same might have been obtained sixteen feet square if it had been necessary. These immense blocks, with the apparatus used, they appear to handle with as much ease as a stick of cord wood. The columns for the new custom-house at Boston are much larger than those above mentioned. Mr. Willard pointed out a spot where a stone of 600 tons might be got without any difficulty. The men were also employed in getting out an entrance for a burial-ground in Tremont-street, in the Egyptian style, of massive blocks, with some neat carving.—*Public Ledger.*

Merrimac and Connecticut, are found immense and apparently exhaustless ranges of this stone. It is of the best texture and colour, and some of the quarries are quite free from those oxydes or other mineral properties, which, on exposure to the atmosphere, mar the beauty of much of the New England granite. There is a single ledge of granite, remarkable for its extent and the quality of the stone, situated in Concord, the capital of the state, and within 200 rods of the Merrimac, which is navigable hence to Boston by way of the Middlesex canal. This ledge presents a surface of massive primitive granite, of more than 4000 square rods. The rift of the stone is very perfect, smooth, and regular, and splits are easily made to the depth of twelve to twenty feet, and of almost any required length. The face of this great ledge, which parts to the south-east, rises at an angle of about forty-five degrees from a plane of the horizon, to the height of about 350 feet—and the entire mass, from all that appears, and its quality has been tested at all points, is of the very best description of building-stone. This is mentioned merely as a sample of the building material which abounds in New Hampshire.

"*Finances.*—This state has no public debt, and, as a government, has no fixed revenues. It has no income derived from any railroad or canal, or any corporation whatever, excepting a tax of one-half per cent per annum on the capital stock of banks, which is appropriated for the support of free schools. The state has no revenue from lands, or auctions, or duties of any description, if we may except a small fee on civil commissions, all of which goes into the treasury, after deducting the salary (500 dollars) of the secretary of state. The government is supported by a direct tax levied upon the people, generally of about 60,000 dollars a year, which covers all the expenses of the government, civil, judicial, and miscellaneous. There are few states in the union where the laws are more promptly and fairly administered, or where there is, on the part of the government, a more zealous care for the interests, and profound regard for the will of the people, than in New Hampshire."

COMMERCE AND NAVIGATION OF NEW HAMPSHIRE.

The early trade of New Hampshire, as well as of the other New England states, consisted chiefly in catching, curing, and exporting fish, chiefly to Spain; the exporting of furs, purchased at the trucking houses posted on the banks of the Merrimac and other rivers, and lastly in exporting timber, especially masts, after the year 1660. For a century after that period, New Hampshire supplied most of the white pine masts for the navy. Live oak and other kinds of oak, white and red oak staves, hoops, shingles, and clapboards, manufactured by the farmers during winter, were exchanged for manufactured goods. For a long time, the taxes were paid for in wood and provisions, the prices being fixed by official authority. The prices, in 1680, were white pine merchantable boards, the 1000 feet. White oak pine staves, 3*l.* the thousand; red oak hogshhead staves, 25*s.* the thousand; Indian corn, 3*s.* per bushel; wheat, 5*s.*; malt, 4*s.*; silver being then valued at 6*s.* 8*d.* per ounce.

The quality of the New Hampshire timber is extolled. Mr. J. B. Moqn, in a recent article, which we have already quoted, on the commerce and resources of New Hampshire, states:—

"The timber used in the construction of the Constitution frigate, the famous 'Old Ironsides,' was taken from the woods of Allenstown, on the border of the Merrimac, fifty miles from the shipyard. So of the Independence, 74; the Congress, and several other vessels of war. Ships of war were also built at Portsmouth, in early times, viz.: the Faulkland, of 54 guns, in 1690; the Bedford galley, 32 guns, in 1696; the America, of 40 guns, in 1749; the Raleigh, 32 guns, in 1776; the Ranger, 18 guns, in 1777; and a ship of 74 guns, called the America, was launched at Portsmouth, November 5, 1782, and presented to the King of France, by the congress of the United States.

"Ship-building has always been a considerable branch of business at Portsmouth. Prior to the revolution, European traders came thither to build ships, which they could do much cheaper than at home, by reason of the large profit on the goods which they brought out with them. The

merchants of Portsmouth also built numerous ships, of 200 and 300 tons, for the West India trade. Most of these were freighted with lumber, fish, live-stock, &c., and having proceeded to the islands, the cargoes were exchanged for sugars, which were taken to England in the same ships, and there sold for merchandise for the colonies. Other vessels, laden with spars and timber, proceeded directly for the British ports, and were sold, with their cargoes, for the same purpose. The coasting trade to the southern ports was an exchange of West India productions for corn, rice, flour, and naval stores, portions of which were re-exported to Newfoundland and Nova Scotia.

"The foreign trade, properly so considered, of New Hampshire, before the revolution, was very inconsiderable. Two or three vessels in a year would go to the free ports of the French and Dutch West Indies, with cargoes of lumber, fish-oil, and provisions, and bring home molasses to be distilled in the *only* distillery in New Hampshire. One vessel a year, perhaps, would go to the Azores, or the Canaries, with pipe staves, fish, and provisions, and return with a cargo of wine, the balance of which was paid in cash or bills; and sometimes a ship, which had been to England, would get a freight to Lisbon, or Cadiz, and return laden with salt and fruit. The foreign entrances and clearances at the port of Portsmouth, for the nine years preceding 1773, were as follows:—

YEARS.	Entries.	Clearances.	YEARS.	Entries.	Clearances.
1764.....	112	160	1769.....	128	131
1765.....	115	199	1770.....	114	142
1766.....	113	134	1771.....	104	135
1767.....	112	170	1772.....	108	136
1768.....	124	183			

"During the period of the war, not only this branch of trade, but the domestic and lumber trade, were suspended; and the people were thrown back upon the resources of agriculture. And it is worth mentioning, as a fact illustrating the fertility of the soil and the industry of the people, that they not only produced sufficient to sustain themselves in a period of war, under all the burdens it imposed, but *exported* large quantities of corn; while, before the revolution, considerable quantities were *imported* for necessary consumption.

Corn Imported into Portsmouth.

Years.	Bushels.
1765.....	6,498
1769.....	4,097
1770.....	16,587
1772.....	4,096

Corn Exported from Portsmouth.

Years.	Bushels.
1776.....	2510
1777.....	1915
1778.....	5306
1779.....	3097
1780.....	6711
1781.....	5587

"There are records existing which go to show that in addition to the exports above-mentioned, nearly half as much more was smuggled from New Hampshire during the revolution, chiefly into Nova Scotia—the country which, according to Lord Sheffield's calculation, was to supply the West Indies with provisions!

"As early as 1668, the government of Massachusetts (which then included New Hampshire,) passed an order, reserving for public use all white pine trees measuring twenty-four inches in diameter at three feet from the ground. In the reign of William III., a surveyor of the woods was appointed by the crown; and an order was sent to the Earl of Ecclemon to cause acts to be passed for the preservation of white pine trees in New Hampshire, Massachusetts, and New York. Under Queen Anne, the people were forbidden to cut any such trees without leave of the surveyor, who was ordered to mark all such as were fit for the use of the navy, and keep a register of them." A perpetual struggle was kept up between the people and the surveyors; fines were exacted; mast trees were purposely destroyed; and the subject was perpetually dwelt upon by the royal governors in their despatches home.

"In the province of New Hampshire, were great numbers of pitch pine trees, unfit for masts, but capable of yielding tar and turpentine. A company of merchants of Portsmouth, in 1718, undertook to monopolise the manufacture, and they employed a great many labourers; but after many thousand trees had been prepared for use, such was the hatred of monopoly among the backwoodsmen, that a greater portion of the trees were secretly destroyed by unknown hands. A law was then passed making tar at 20s. per barrel, receivable in payment of public taxes, which encouraged the manufacture for a time. But another law being soon afterwards passed laying a penalty on the injuring of trees for drawing turpentine, only provoked a wanton spirit of resistance; the trees were destroyed; and the manufacture, which for a time was a source of considerable profit to the colony, was soon afterwards discontinued altogether.

"In the answers to the queries of the Lords of Trade and Plantations, prepared in 1730, the following account of the trade, &c., of New Hampshire is given.

"*Ans. 4.* The trade of the province is lumber and fish. The number of shipping belonging to the province are five, consisting of about 500 tons; and there are about 300 or 400 tons of other shipping that trade here (annually) not belonging to the province. The seafaring men are about forty. The trade is much the same as it has been for some years past.

"*5.* The province makes use of all sorts of British manufactures, amounting to about 5000*l.* sterling, annually, in value, which are had principally from Boston.

"*6.* The trade of this province to other plantations, is to the Carribee islands, whither we send lumber and fish, and receive for it rum, sugar, molasses, and cotton; and as to the trade from hence to Europe, it is to Spain of Portugal, from whence our vessels bring home salt.

"The natural produce of the country is timber (of various kinds, viz., principally oak, pine, hemlock, ash, beech, and birch) and fish, and they are the only commodities of the place. The timber is generally manufactured into beams, planks, knees, boards, clapboards, shingles, and staves, and sometimes into house frames; and the value of those commodities annually exported from hence to Europe and the West India islands, is about 1000*l.* sterling. Besides what is above-mentioned, the coasting sloops from Boston, carry from hence thither, in fish and timber, about 5000*l.* per annum.

"At this period (1730) the population of the province of New Hampshire was about 10,000; and a large portion of their trade then passed through Massachusetts, as has been the case down to the present day.

"It will be seen from the preceding remarks, that comparatively little is known of the statistics of the New England colonies prior to the revolution. No general account was kept of the articles of produce, or of the state of agriculture, manufactures, and commerce. People were thinly scattered over a wide space of country, and mainly occupied in subduing the forests and procuring the means of subsistence. The custom-house records were rarely if ever published, and many of them were lost. The returns published in London, in some respects imperfect, present the only view of the exports and imports of New England which can be found prior to 1750. These returns do not designate the commerce of the separate colonies, all the New England settlements being included in one general return. The proportion, however, which New Hampshire bore, prior to the revolution, in the commerce of the country, was greater than it has been at any subsequent period, excepting, perhaps, the periods of the non-intercourse, embargo, and war."

VALUE of Exports and Imports of the New England Colonies at different periods.

YEARS.	Exports.	Imports.	YEARS.	Exports.	Imports.
1697.....	26,282	68,168	1750.....	48,455	343,659
1698.....	31,234	93,517	1760.....	37,892	599,647
1699.....	26,060	127,279	1771.....	150,381	1,420,119
1700.....	41,486	91,916	1772.....	120,265	824,430
1710.....	31,112	106,338	1773.....	124,624	627,055
1720.....	49,206	128,760	1774.....	112,248	562,476
1730.....	54,701	209,196	1775.....	116,588	71,025
1740.....	72,389	171,081	1776.....	762	59,050

After the close of the revolutionary war, the commerce of New Hampshire gradually increased until the period when the acts of non-intercourse, embargo, and other steps preceding the war of 1812, took place. During the war a large number of vessels were laid up, some were lost, others sold or broken up, and their registers surrendered. On the conclusion of peace the tonnage of the port again went up to its former amount; the fishing business was resumed, and the carrying and coasting trade increased. For a few years past the navigation of Portsmouth has increased, and the trade coastwise and to Europe has nearly doubled.

The American tonnage employed in the fisheries is almost exclusively owned in New England, and principally in Massachusetts; the proportion held by that state, in a series of twenty years, having been rather more than four to one, as compared to the whole population; but the proportion of tonnage employed in these pursuits, held by the citizens of Portsmouth, the only port in New Hampshire, when compared with that of Boston, the principal mart of Massachusetts, is very nearly equal; that for Portsmouth being about four 12-95 tons to each inhabitant, and that of Boston being only about four 58-95.

For some years considerable attention has been given to the mackerel fishery, and also to the whale fishery, by a company formed for that purpose. The quantity of dried and smoked fish produced in 1839, was 28,257 quintals: and of whale and other fish oils, 45,294 gallons.

Ship-building, though less extensively pursued than in some former years, is carried on to some extent at Portsmouth. The following table exhibits the number, class, and tonnage, of those built within the last few years.

YEARS.	Ships.	Brigs.	Schooners.	Total Number.	Total Tonnage.
1829.....	3	11	...	14	1,699 94
1830.....	2	3	...	5	1,117 56
1831.....	3	3	...	9	2,023 17
1834.....	5	1	3	9	2,806 75
1836.....	5	2	...	7	2,730 58
1837.....	3	...	1	4	1,865 45
1838.....	5	1	3	9	3,286 16
1839.....	5	...	2	7	2,780 51

The value of the ships and vessels built in 1839, is estimated at 78,000 dollars.

FOREIGN Commerce of New Hampshire, from 1791 to 1838.

YEARS.	EXPORTS.			IMPORTS.	Duties or Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	
1791.....	.....	.....	142,850	.....	55,770	344	10,400 00
1792.....	.....	.....	181,413	.....	45,400	383	11,073 00
1793.....	.....	.....	198,204	.....	51,750	183	12,521 25
1794.....	.....	.....	153,860	.....	51,803	4,482	12,062 25
1795.....	.....	.....	229,427	.....	59,782	8,097	13,463 46
1796.....	.....	.....	378,161	.....	96,007	33,877	15,679 46
1797.....	.....	.....	275,840	.....	44,912	8,827	15,970 50
1798.....	.....	.....	361,453	.....	104,000	9,618	16,589 48
1799.....	.....	.....	361,789	.....	119,537	11,170	19,875 14
1800.....	.....	.....	431,836	.....	163,198	7,044	14,120 18
1801.....	.....	.....	555,055	.....	165,614	16,845	18,379 10
1802.....	.....	.....	565,304	.....	154,088	26,462	18,799 50
1803.....	443,527	51,003	494,530	.....	165,332	25,517	18,718 89
1804.....	453,394	262,697	716,091	.....	210,411	85,071	18,167 28
1805.....	389,595	218,813	608,408	.....	170,765	43,553	19,719 36
1806.....	411,379	383,884	795,263	.....	222,590	86,845	20,606 29
1807.....	365,950	314,072	680,022	.....	177,551	60,008	22,357 64
1808.....	122,204	2,765	125,059	.....	61,232	23,200	20,101 51
1809.....	201,063	85,532	286,595	.....	55,893	7,800	23,010 47
1810.....	225,623	9,027	234,650	.....	61,464	2,484	24,534 00
1811.....	315,054	53,809	368,863	.....	77,304	8,397	25,690 85
1812.....	192,372	9,129	203,401	.....	131,690	1,827	19,603 69
1813.....	29,900	.....	20,096	.....	43,383	1,148	17,630 33
1814.....	37,118	269	37,387	.....	150,514	258	16,735 35
1815.....	101,203	8,579	109,782	.....	86,641	2,469	25,539 48
1816.....	119,486	20,807	140,293	.....	75,576	7,740	24,589 40
1817.....	170,599	26,825	197,424	.....	84,500	7,660	17,279 79
1818.....	114,233	10,415	130,648	.....	103,031	7,168	16,784 65
1819.....	152,847	5,072	157,919	.....	92,190	3,751	18,651 86
1820.....	233,082	17,718	240,800	.....	108,299	3,994	17,284 81
1821.....	180,129	80,636	260,765	350,021	84,480	10,146	17,467 46
1822.....	188,882	10,817	199,699	330,052	149,303	4,713	17,110 80
1823.....	182,045	54,760	237,705	571,770	133,571	11,055	16,790 83
1824.....	174,508	6,875	181,383	245,613	104,135	7,932	17,889 53
1825.....	181,840	16,840	198,680	331,244	138,914	18,871	18,184 44
1826.....	150,682	16,303	167,075	348,609	140,774	14,485	20,103 93
1827.....	155,580	21,818	177,398	302,211	117,039	13,000	.....
1828.....	115,947	8,186	124,133	299,849	134,483	10,873	19,722 02
1829.....	98,264	7,170	105,740	179,889	113,091	13,916	13,451 29
1830.....	93,409	2,685	96,184	130,828	57,579	6,002	9,763 03
1831.....	109,456	1,766	111,222	146,205	61,107	899	8,790 36
1832.....	115,582	.....	115,582	115,171	46,369	5,230	10,435 83
1833.....	145,335	9,903	155,238	167,754	62,455	1,824	12,444 84
1834.....	79,656	1,214	80,870	118,695	37,801	534	14,737 70
1835.....	75,076	6,605	81,681	71,514	37,845	998	14,099 23
1836.....	15,015	805	15,820	64,351	18,025	145	12,526 56
1837.....	20,000	8,641	31,641	81,831	.....	.....	16,064 89
1838.....	66,103	18,667	84,770	169,985	.....	.....	16,850 11
1839.....	74,914	7,030	81,944	51,407	.....	.....	.....
1840.....	29,711	218	30,929	114,647	.....	.....	.....
1841.....	10,261	87	10,348	73,701	.....	.....	.....
1842.....	28,410	128	28,537	60,491	.....	.....	13,918 61
1843.....	43,059	115	43,774	8,289	.....	.....	.....

PRINCIPAL TOWNS IN NEW HAMPSHIRE.

CONCORD lies on both sides of the Merrimac river, in 43 deg. 12 min. 29 sec. north latitude, 71 deg. 29 min. west longitude, 65 miles north-north-west of Boston, Massachusetts, 146 south-west of Augusta, Maine, 97 south-east of Montpelier, Vermont, 153 north-east of Albany, New York, 481 from Washington. There are two bridges across the Merrimac. The village, containing 200 houses, is on the west side of the river, and extends nearly two miles between the

bridges. There are also two other small villages in the township. Through Concord river, which is made navigable for boats, by dams, locks, and canals, and the Middlesex canal, and a railroad recently finished, a communication is formed with Boston, where its trade centres. There are five churches, and a court-house, gaol, &c. The state house is built of hewn granite. It is 126 feet by 49, with a projection in the centre of four feet on each front; it cost 80,000 dollars. The state prison is a solid structure of granite, 70 feet by 36, surrounded by a high stone wall. The falls in the Merrimac, and the locks at this place, afford great water power. There were in 1840 thirty-six stores, capital 149,900 dollars; hardware and cutlery produced, value 40,810 dollars; one fulling mill, one woollen factory, capital 12,000 dollars; three tanneries, capital 5000 dollars; two potteries, four grist mills, thirteen saw mills, one paper factory, ten printing offices, five binderies, six weekly newspapers, one periodical, capital 48,950 dollars. Capital in manufactures, 197,000 dollars. One academy, 180 students, twenty-eight schools, 1180 scholars. Population, 4897.

DOVER is situated on the west side of the Piscataqua river, in 43 deg. 13 min. north latitude, 70 deg. 54 min. west longitude, 12 miles north-west-by-north of Portsmouth, 39 east of Concord, 50 south-west of Portland, 60 north of Boston, 495 from Washington. Population, 1820, 2871; 1830, 5449; 1840, 6458. It is watered by the Cocheco and Black rivers, tributaries of the Piscataqua. It is the oldest town in the state, the first settlement having been made in 1623, on a beautiful peninsula, between the Black and Piscataqua rivers, for the purposes of fishing. The pretty village of Dover is built around the lower falls of Cocheco, where the water descends suddenly 32½ feet, affording abundant water power, and the river never rises so as to endanger the mills on it. These falls are at the head of tide water, twelve miles from the ocean, admitting ordinary river craft up to the mills, and larger vessels within a quarter of a mile. This town has a court house, gaol, a bank, several churches, and several manufactures, and owns shipping and small craft. It is one of the most flourishing places in the state. There were, in 1840, sixty stores, capital 248,581 dollars; one fulling mill, one woollen factory, capital 20,000 dollars; four cotton factories, 28,666 spindles, one dyeing and printing establishment, with a capital of 1,056,000 dollars; three furnaces, two tanneries, one distillery, capital 10,888 dollars; four grist mills, three saw mills, three printing offices, three weekly newspapers, and one periodical. Total capital in manufactures, 1,166,644 dollars. Three academics, ninety-eight students, twenty-seven schools, 1193 scholars.—*Official Returns, U. S. Gaz.*

HANOVER is situated on the Connecticut river, over which is a bridge, connecting it with Norwich, Vermont. The surface is pleasantly diversified, and the soil is fertile. Moose mountain, an elevated ridge, crosses the east part of the town from north to south. The village is pleasantly situated on a plain, half a mile east of the river, and has a considerable number of neat buildings, mostly ranged round a square of about twelve acres. It contains a Congregational church, several stores, and the buildings of Dartmouth College, an old and highly respectable institution. It was founded in 1770, and contains, including the Medical Institution, a president, fifteen professors or other instructors, has had 2052 alumni, has 340 students, and 16,500 volumes in its libraries. The commencement is on the last Thursday in July. The Medical Institution was instituted in 1797, when there were but three others existing in the United States, has six professors, seventy-two students, and has had 577 graduates. The annual course of lectures commences on the first or second Thursday in August. There are three buildings of the institution: the centre or principal one of wood, 150 feet by 50, for under-graduates; a medical building, 75 feet by 31, north of it, and a chapel, &c., a corresponding building, south. There are in the town ten stores, capital 30,200 dollars; one tannery, one fulling mill, two grist mills, eight saw mills, two printing offices, one weekly newspaper, one periodical. Capital in manufactures, 28,850 dollars. One college, 404 students, sixteen schools, 512 scholars. Population, 2613.—*Official Returns, U. S. Gaz.*

HAVERHILL is situated on the east side of the Connecticut river. Incorporated in 1764. Watered by Hazen's and Oliverian brooks, which flow into the Connecticut river. The principal village, called Haverhill Corner, is pleasantly situated on the south side of Oliverian brook, near its entrance into the Connecticut river. It contains a court house, gaol, banking house, an academy, a Congregational church, a printing office, and about sixty dwellings, many of them handsome. There were, in 1840, in the town six stores, capital 2300 dollars; two tanneries, one printing office, one weekly paper, four grist mills, nine saw mills. Capital in manufactures, 40,075 dollars. Nine schools, 532 scholars. Population, 2784.—*Official Returns, U. S. Gaz.*

MANCHESTER.—Merrimac river runs on its west border, and affords an extensive water power. Massabesic pond, a large body of water, lies on its east border. The canal around Amoskeag falls, in the Merrimac, is in this town. The soil is light and sandy, but fertile on the river. Incorporated in 1751. A flourishing manufacturing village is rising up at the falls. There were, in 1840, in the town, thirty-one stores, capital 66,945 dollars; three lumber yards, capital 18,000 dollars; one fulling mill, one woollen factory, one brewery, two printing offices, three weekly newspapers, four grist mills, five saw mills. Capital in manufactures, 569,512 dollars. Eight schools, 950 scholars. Population, 3235.—*Official Returns, U. S. Gaz.*

MEREDITH.—Winnipisegee lake bounds it on the east, and in the north part is a large pond connected with it, two miles long and one wide. Great bay projects into its south part. Over the

outlet of Winnepiscogee lake is a bridge. Here is a neat village, which contains a court house, an academy, a Congregational church, a bank, several mills and manufactories, and about fifty dwellings. The township had, in 1840, twenty stores, capital 49,200 dollars; three tanneries, one grist mill, three saw mills, twenty schools, 787 scholars. Population, 3351.—*Official Returns, U. S. Gaz.*

NASHUA is situated on the west side of the Merrimac river. It is level on the east and uneven on the west. The soil is fertile. Watered by the Nashua river. The village is situated on the north side of the Nashua river, near its entrance into the Merrimac, and contains eight churches, fifty stores, and several dwellings. The river falls sixty-five feet in two miles, and produces an extensive water power, and here are large cotton factories. There were, in 1840, in the town, fifty stores, capital 129,706 dollars; five cotton factories, 34,348 spindles, one tannery, one pottery, two printing offices, two weekly newspapers, three saw mills. Capital in manufactures, 1,294,500 dollars. One academy, 214 students, thirty-six schools, 1476 scholars. Population, 6054.—*Official Returns, U. S. Gaz.*

PORTSMOUTH is situated in 43 deg. 5 min. north latitude, and 70 deg. 45 min. west longitude, from Greenwich, and 6 deg. 23 min. east longitude from Washington. It is 14 miles east-north-east from Exeter, 24 north from Newburyport, 45 east-south-east from Concord, 54 south-south-west from Portland, 54 north from Boston, and 493 from Washington. The population in 1810 was 6934; in 1820, 7327; in 1830, 8082; in 1840, 7887. It is the largest town and the only sea-port in the state, situated on a peninsula on the south side of the Piscataqua river, three miles from the ocean. The situation is pleasant and healthy, the land rising gradually from the harbour. It is well built, and many of the houses are large and handsome. The public buildings and institutions are, chiefly, eight churches, a court house, a gaol, an academy, an atheneum, with a library, collections in natural history, &c., an almshouse, and a state lunatic asylum. It has an excellent harbour, with forty feet of water in the channel at low tide, and protected by its islands and headlands from all winds. The Piscataqua, opposite the town, is from one-half to three-fourths of a mile wide; and the tide, which rises ten feet, flows with so rapid a current as to keep the harbour free from ice. The main channel is on the east side of Great island, or Newcastle, and is defended by Fort Constitution, on Great island, and Fort McClary, in Kittery, opposite. There are also Fort Sullivan and Fort Washington on two other islands, which are not garrisoned in time of peace. There is also an entrance on the south side of Great island, called Little Harbour, but the water is shallow. There is a lighthouse on Great island. This island contains 458 acres, and constitutes the township of Newcastle, and it is connected to Portsmouth by a bridge, erected in 1821. Portsmouth is also connected to Kittery by two bridges, one of which is 1750, and the other 480 feet in length.—*U. S. Gaz.*

There is a national dockyard on Navy Island, and several mercantile shipping yards. Portsmouth carries on the fisheries and foreign as well as coasting trade. The registered tonnage of the port in 1843, amounted to 13,918 tons; and the licensed, or fishing and coasting, 8790 tons; total, 22,079 tons, being a decrease since 1840, of 5297 tons. Notwithstanding the known wealth of the town, the population has, it will be observed, diminished. This is accounted for, from enterprise removing from it to a more extended field for employment. In 1840, there were in Portsmouth eighteen foreign commercial, and six commercial houses; capital employed, 1,251,500 dollars; 137 retail stores, capital, 278,500 dollars; capital employed in all manufactures, 187,000 dollars; six lumber yards, four furnaces, one woollen factory, one fulling, two flour, two grist mills, one rope walk, three printing offices, three book binderies, two weekly newspapers, three academies, 188 students, sixteen schools, 2222 scholars.—*Official Returns.*

GOFFSTOWN is situated sixteen miles south of Concord, on the Piscataqua. In 1840, population 2376, with eight stores, two fulling mills, one woollen, and three cotton factories, three tanneries, three grist mills, and nine saw mills; capital employed in manufactures, 119,515 dollars.—*Official Returns.*

HUBBENTON, on the Contoocook, had, in 1840, 2455 inhabitants, eight stores, one fulling mill, one tannery, four grist, and eleven saw mills; capital employed in manufactures, 21,300 dollars.

KEENE, situated on a plain on the east side and near Ashuelot river, contained, in 1840, a court house, church, twenty-five stores, one furnace, one fulling mill, one woollen factory, two glass factories, two tanneries, one bindery, work, two printing offices, two weekly papers, and three periodical works, three grist, one oil, and eleven saw mills; capital employed in manufactures, 98,262 dollars; two academies, 261 students, thirteen schools, 695 scholars.

SOMERSWORTH township contains Great Falls Village, to within a mile of which vessels of 250 tons ascend from the sea. In 1840 it contained four churches, with 2500 inhabitants. The whole township contained thirty stores, two grist mills, twelve fulling mills, one woollen factory, four cotton factories, with 40,121 spindles; capital employed in manufactures, 996,250 dollars.

PETERBOROUGH.—The surface of this township is uneven; soil fertile, and excellent near the streams. Drained by Contoocook river and its branches, which afford good water power. Chartered in 1738. It has six stores, capital 21,800 dollars; two fulling mills, two woollen factories,

five cotton factories, 6044 spindles, one furnace, two tanneries, one paper factory, six grist mills, seven saw mills. Capital employed in manufactures, 309,225 dollars. One academy, ninety students, thirteen schools, 671 scholars. Population, 2168.—*Official Returns.*

EXETER.—The soil of this township is moderately good, and well cultivated. The village is situated on Exeter river, a branch of the Piscataqua, at the head of tide water. The falls here afford great water power. It contains a court house, gaol, bank, three churches—two Congregational and one Baptist—and a well endowed academy. The river is navigable to this place for vessels of 500 tons burden. The township, in 1840, contained thirty stores, capital 67,240 dollars; four tanneries, one powder mill, three potteries, one paper factory, four printing offices, two binderies, three weekly newspapers, four academies, 275 students, twelve schools, 610 scholars. Population, 2925.—*Official Returns.*

ROCHESTER—Salmon Falls river, which bounds this township on the north-east, and Coheco river, which drains it, afford water power. The surface is uneven, and much of the soil is fertile. Incorporated in 1722. There is a considerable village at the falls on Coheco river. It had, in 1840, eleven stores, capital 23,300 dollars; four fulling mills, three woollen factories, two tanneries, two grist mills, four saw mills, two oil mills. Capital employed in manufactures, 76,450 dollars. Seventeen schools, 788 scholars. Population, 2431.—*Official Returns.*

III. VERMONT.

Vermont is bounded on the north by Lower Canada; on the east by New Hampshire; on the south by Massachusetts; and on the west by New York; from which it is chiefly separated by Lake Champlain. It lies between 42 deg. 44 min., and 45 deg. north latitude, and between 71 deg. 38 min., and 73 deg. 26 min. west longitude. It is 157 miles long from north to south, and 90 miles broad on the northern boundary, and 40 on the southern, and contains 10,212 square miles, 6,535,680 acres. The population in 1790, was 85,589; in 1800, 154,465; in 1810, 217,895; in 1820, 235,764; in 1830, 280,679; in 1840, 291,948. Of these, 146,378 are white males; 144,840 are white females; 364 coloured males; 366 coloured females. Employed in agriculture, 73,150; in commerce, 1303; in manufactures and trades, 13,174; navigating the ocean, rivers, &c., 187; learned professions, &c., 1563.—*Official Returns, U. S. Gaz.*

The state is divided into fourteen counties, which, with their population in 1840, and their capitals, were as follows:—Addison, 23,583, C. Middlebury; Bennington, 16,872, C. Bennington and Manchester; Caledonia, 21,891, C. Danville; Chittenden, 22,977, C. Burlington; Essex, 4226, C. Guildhall; Franklin, 24,531, C. St. Alban's; Grand Isle, 3883, C. North Hero; Lamoille, 10,475, C. Hydepark; Orange, 27,873, C. Chelsea; Orleans, 13,634, C. Irasburg; Rutland, 30,699, C. Rutland; Washington, 23,506, C. Montpelier; Windham, 27,442, C. Newfane; Windsor, 40,356, C. Windsor and Woodstock.—*Official Returns.*

Vermont is a hilly or mountainous country. To the distance of from five to ten miles east of Lake Champlain the country is moderately uneven, and generally very fertile. The soil is generally deep, rich, moist, of a dark colour, loamy and seldom parched with drought.

On the border of the streams it is alluvial and most productive, although some of the uplands are almost of equal fertility. Wheat is extensively cultivated, particularly on the west side of the mountains. Barley, rye, oats, peas, flax, and potatoes, flourish in all parts of the state. Indian corn thrives, and apples are abundantly produced; much of the mountain territory afford excellent grazing, and great numbers of cattle are annually driven from the state for sale.

A chain of mountains, called the Green mountains, from which the state takes its name, runs almost the whole length of the state, being in the south part from ten to fifteen miles wide, with some intervening valleys. Near the centre of the state the range divides into two parts; the western continues north, and, though broken, has the highest summits; while the eastern passes in a north-east direction, in an unbroken chain. It is a curious fact that this immense barrier has a passage through it, without even any high hills. The southern branch of Onion river, which flows into Lake Champlain, has its source very near to if not in the same swamp with the head of White river, which flows into the Connecticut. The road passes along these streams from Burlington through Montpelier to Hartford, Vermont, without any considerable elevations or depressions, and is called the valley road, presenting much grand and beautiful scenery. It passes near the base of Camel's Rump, one of the highest peaks of the Green mountains. Before the mountain divides, Killington Peak, 3675 feet above the level of the sea, is the highest summit, but there are two higher summits after it divides, which are in the western range. These are Camel's Rump, on the south side of Onion river, which is 4188 feet high, and Mansfield mountain, the highest of all, on the north side of Onion river, which is 4279 feet high. The land in the part of the state east of the mountain ridge, is more hilly than that on the western side. The natural growth of the soil, on the east of the mountains, is birch, beech, maple, ash, elm, and butternut; and on the west the growth of hard wood is intermixed with pine and other evergreens.—*U. S. Gaz.*

In 1840, there were in this state, 62,402 horses and mules; 384,341 neat cattle; 1,681,819 sheep; 203,800 swine; poultry to the value of 131,578 dollars. There were produced 495,800 bushels of wheat; 54,781 bushels of barley; 2,222,584 bushels of oats; 230,993 bushels of rye; 228,416 bushels of buckwheat; 8,869,751 bushels of potatoes; 1,119,678 bushels of Indian corn; 836,739 tons of hay; 29 tons of hemp and flax; 4286 pounds of silk cocoons; 3,699,235 pounds of wool; 4,647,934 pounds of sugar; 48,137 pounds of hops; 4660 of wax. The products of the dairy amounted in value to 2,008,737 dollars; of the orchard, to 213,944 dollars; of lumber, to 349,939 dollars; 718 tons of pot and pearl ashes were made.—*Official Returns*.

The exports consist of pot and pearl ashes, beef, pork, butter, cheese, flax, live cattle, grain, &c. The export trade east of the highlands, is chiefly to Boston and Hartford; and of the country west the produce is exported south to New York, and north to Montreal: to the latter it has a ready access through Lake Champlain, and to the former by the Champlain canal to the Hudson river.

The climate is healthy, though the winters are severely cold. The snow generally lies on the ground from December to March, and is often from two to six feet deep on the mountains. The temperature in winter is several degrees colder on the eastern than on the western side of the islands. Lake Champlain is generally frozen over until about the 1st of February.

The principal rivers flow into Lake Champlain. They are the Otter Creek, 85 miles long, and navigable for sloops six miles to Vergennes. Onion river is 80 miles long, and runs into the lake four miles north of Burlington. Lamoille is 70 miles long, and Missisque about the same length. Small boats ascend these streams to their lower cascades, of which there are several, which furnish abundant water power for mills. The principal rivers on the east side of the highlands, which flow into the Connecticut, are Deerfield, White, Black, and Pasumpsic streams.

The area of Lake Champlain, about two-thirds of which is within Vermont, is estimated at about 600 square miles. Lake Memphremagog, which lies partly in Vermont and partly in Canada, is forty miles long, and seven or eight broad. Lake Bombazine and Salisbury Pond are considerable bodies of water. The islands of Lake Champlain are numerous, and some of them are large, fertile, and inhabited. The harbours on Lake Champlain, are St. Alban's, Burlington, and Vergennes—*U. S. Gaz.*

Burlington is the largest and most commercial town in the state. The other principal towns are Middlebury, St. Alban's, Rutland, and Bennington, on the west, Montpelier in the centre, and Windsor, Woodstock, Danville, and Newbury, on the east side of the highlands.

TRADE AND MANUFACTURES.—There were in Vermont, in 1840, 747 retail stores, groceries, &c., which employed a capital of 2,964,060 dollars. There was employed in the lumber trade, a capital of 45,506 dollars. The home-made or domestic manufactures amounted in value to 674,548 dollars. There were 95 woollen manufactories, and 239 fulling mills, which employed 1450 persons, and produced fabrics to the value of 1,331,953 dollars, with a capital employed of 1,406,950 dollars; seven cotton manufactories with 7254 spindles, which manufactured fabrics to the value of 113,000 dollars, and a capital employed of 118,100 dollars; 26 furnaces which produced 6743 tons of cast iron, and 14 forges which produced 655 tons of bar iron, employing 788 persons, and a capital of 664,150 dollars; hats and caps were manufactured to the value of 62,432 dollars, and straw bonnets to the value of 2819 dollars, employing 126 persons, and a capital of 32,875 dollars; 17 paper manufactories produced paper to the value of 179,720 dollars; all other manufactories of paper yield the value of 35,000 dollars; all the paper mills employ 195 persons, and a capital of 216,500 dollars; two glass houses employed 70 persons, producing articles to the value of 55,000 dollars, with a capital of 35,000 dollars; eight potteries produced articles to the value of 23,000 dollars, with a capital of 10,350 dollars; 261 tanneries employed 509 persons, with a capital of 403,093 dollars; 399 other leather manufactories manufactured articles to the value of 361,468 dollars, with a capital of 168,090 dollars; granite and marble were manufactured to the value of 62,515 dollars; bricks and lime were made to the value of 402,218 dollars; two distilleries and one brewery employed five persons, and a capital of 8850 dollars; 87 persons produced machinery to the value of 101,354 dollars; 33 persons produced hardware and cutlery to the value of 16,650 dollars; 437 persons produced carriages and waggons to the value of 162,097 dollars, with a capital of 101,570 dollars; 190 persons manufactured furniture to the value of 83,275 dollars, with a capital of 49,850 dollars; 72 stone or brick houses, and 468 wooden houses, were built by 912 persons, at the cost of 344,896 dollars; 42 persons manufactured 1158 small arms; the value of vessels built very to the amount of 72,000 dollars; 29 printing offices, 14 binding works, two daily newspapers, 26 weekly newspapers, two semi-weekly newspapers, and three periodicals, employed 156 persons, and a capital of 194,200 dollars. The total value of capital employed in manufacture in the state was 4,326,440 dollars.—*Official Returns* for 1840.

EDUCATION.—The university of Vermont, in Burlington, was founded in 1791; Middlebury college, in 1800; and Norwich university in 1834. In these institutions, there were in 1840, 233 students. There were in the state 46 academies, with 4113 students; and 2402 primary and common schools, with 82,817 scholars; and 2270 persons over twenty years of age who could neither read nor write.—*Official Returns*.

RELIGION.—The principal religious denominations are the Congregationalists, the Baptists,

and the Methodists. In 1836, the Congregationalists had 186 places of worship, 114 ministers, 20,575 communicants; the Baptists, 125 places of worship, 78 ministers, and 10,525 communicants; the Methodists had 75 itinerant preachers; the Episcopalians, one bishop and eighteen ministers. Besides which are Universalists, and a few Unitarians and Roman Catholics.

There is a Penitentiary at Windsor.

Vermont has no state debt.

BANKS.—In September, 1839, there were 19 banks, with an aggregate capital of 1,325,530 dollars, and a circulation of 1,966,812 dollars.—*Official Returns.*

NAVIGATION.—The vessels belonging to Vermont, are those which ply on Lake Champlain, and are licensed or enrolled at the port of Burlington. The tonnage, in 1843, amounted to 2762 tons. There is an active trade carried forward, chiefly by American citizens, on Lake Champlain—and the steam-boats are splendid vessels; a great portion of the produce of the western parts of Vermont is carried down the lake, and the River Chambly, to the St. Lawrence, for the Canadian market.

COMMERCE of Vermont, from 1791 to 1843, inclusive.

YEARS.	EXPORTS.			IMPORTS.	Duties on foreign merchandise imported.	Registered tonnage.
	Domestic.	Foreign.	TOTAL.			
	dollars.	dollars.	dollars.	dollars.	dollars.	
1791.....						
1792.....	....	....	....	....	1,039	
1793.....	....	....	....	....	586	
1794.....	....	....	....	....	1,959	
1795.....	....	....	....	....	1,226	
1796.....	....	....	....	....	2,081	
1797.....	....	....	....	....	1,251	
1798.....	....	....	....	....	2,438	
1799.....	....	....	20,480	....	4,432	
1800.....	....	....	57,011	....	3,644	187
1801.....	....	....	57,267	....	2,151	179
1802.....	....	....	31,479	....	1,469	
1803.....	89,510	27,940	117,450	....	2,892	
1804.....	135,930	55,795	191,725	....	2,762	223
1805.....	101,997	67,405	169,402	....	2,415	301
1806.....	91,732	102,043	193,775	....	2,599	301
1807.....	148,469	55,816	204,285	....	2,198	301
1808.....	83,103	25,069	108,172	....	1,082	301
1809.....	125,881	49,901	175,782	....	12,939	476
1810.....	406,138	26,493	432,631	....	11,244	494
1811.....	538,306	32,708	571,104	....	7,064	551
1812.....	131,403	7,244	138,647	....	114,355	551
1813.....	....	....	....	....	1,403	
1814.....	....	....	....	....	106,315	
1815.....	161,002	....	161,002	....	233,365	
1816.....	892,594	....	892,594	....	13,571	
1817.....	913,201	....	913,201	....	26,867	
1818.....	240,069	....	240,069	....	11,030	
1819.....	585,596	....	585,596	....	13,754	
1820.....	396,869	....	396,869	....	10,188	
1821.....	263,330	....	263,330	15,987	8,757	
1822.....	249,216	8,478	257,694	60,807	8,960	
1823.....	236,140	....	236,140	62,242	10,776	
1824.....	208,258	....	208,258	161,854	7,745	1274
1825.....	396,166	....	396,166	200,021	6,713	
1826.....	884,202	....	884,202	228,650	3,141	
1827.....	1,259,441	....	1,259,441	114,078	3,179	
1828.....	239,610	....	239,610	177,530	9,020	
1829.....	808,079	....	808,079	205,392	7,449	1832
1830.....	658,256	....	658,256	140,059	7,654	
1831.....	925,127	....	925,127	160,206	10,845	
1832.....	349,820	....	349,820	314,672	7,495	877
1833.....	377,399	....	377,399	628,260	8,215	969
1834.....	334,372	....	334,372	322,806	4,042	
1835.....	328,157	....	328,157	217,853	10,195	
1836.....	188,165	....	188,165	450,846	15,694	
1837.....	138,093	....	138,093	342,449		
1838.....	132,650	....	132,650	259,417		
1839.....	193,886	....	193,886	413,513		
1840.....	305,150	....	305,150	401,617		
1841.....	264,005	13,982	277,987	246,730		
1842.....	550,293	7,216	557,509	203,808		
1843.....	141,834	28,137	169,971	38,000		

* For the final nine months only. The financial and commercial year for 1843-4 to commence afterwards on the 1st of July each year, instead of on the 1st of October; in pursuance of an Act of Congress passed the 26th of August 1842.

PRINCIPAL TOWNS IN VERMONT.*

MONTPELLIER, the capital of Washington county, and of the state of Vermont, is situated on an alluvial plain, at the junction of the north and south branches of the Winooski river, surrounded by elevated hills, in 44 deg. 16 min. north latitude, and 71 deg. 33 min. west longitude. Population, in 1830, 1792; 1840, 3725. The surface is uneven. The principal village is situated in the south-west part of the township, and about ten miles north-east of the centre of the state. It became the capital of the state in 1805. The Winooski, or Onion river and its branches afford good water power. The township was chartered in 1780, and first settled in 1786, on the present site of the village. The road through the Green mountains, which passes through this place, is not obstructed by high hills, and Montpelier is a great thoroughfare. The village contains a court house, gaol, an academy, four churches—two Congregational, one Methodist, and one Universalist—and 1700 inhabitants. Among the public buildings is the state house, a granite building, 150 feet long; the centre, including the portico, 100 feet deep; and the wings, seventy-two feet deep. The front in the centre has a fine Doric portico of six columns, six feet in diameter at the base, and thirty-six feet high. The edifice is surmounted by a dome, 100 feet high at the top, from the ground. In the interior are convenient state offices, and spacious rooms for the senate and house of representatives. There are in the township twenty-two stores, capital, 127,900 dollars; one furnace, one fulling mill, one tannery, three grist mills, five saw mills, one paper mill, six printing offices, one bindery, two daily and six weekly newspapers, and one periodical. Capital in manufactures, 82,775 dollars, one academy, 101 students, twenty schools, 975 scholars.

BURLINGTON is situated in 44 deg. 27 min. north latitude, and 73 deg. 10 min. west longitude. Population, 1830, 3525; 1840, 4271. This charming village is situated on a bay on the east side of Lake Champlain. Toward the south part of the village the shore is low, but towards the north it rises to a high bluff, on the level top of which barracks were situated during the last war, and on the slope of which was a battery. From the south part of the village, the ground rises, by a gradual slope, for the distance of a mile, to its eastern boundary, which is 230 feet above the level of the lake. The streets extend from east to west to the lake shore, and are crossed by others at right angles, dividing the whole into regular squares. Near the centre is a handsome, public square on which the court house is situated. The place contains many handsome houses, generally surrounded by shrubbery, with gardens in the rear; and many large and commodious stores and warehouses. It has a fertile and extensive back country, and is the largest and most commercial place in the state. A steamboat from Whitehall to St. John's stops daily at this place. There are three substantial wharfs, and on Juniper island, which contains about eleven acres of ground, and four miles from the shore, is a lighthouse. The United States have also erected a breakwater here, as a protection against westerly winds. The lake is here ten miles across, with several islands in view; and a more beautiful sheet of water cannot well be conceived. The view from the cupola of the college, as respects natural scenery, is second to none in the United States. In addition to the beautiful village, the meanderings of the Onion river, the broad water view of the lake with its islands, its vessels, and its steamboats, it has in front, on the opposite shore of the lake, in the state of New York, the grand Adirondack mountains, nearly or quite as high as the White mountains; and on the east, in full view, the Green mountains, with their two highest peaks, Camel's Rump, and Mansfield mountain. This mountain scenery elevates the beautiful into the sublime, and contributes to form an assemblage of objects which never becomes tame by familiarity.

The buildings of the university of Vermont, four in number, are on high ground at the east side of the village. This institution was founded in 1791, and received as an endowment from the state about 30,000 acres of land, located in the various towns granted by the state of Vermont. It has a president and five professors, or other instructors, 241 alumni, 110 students, and 9200 volumes in its libraries. The commencement is on the first Wednesday in August. It has a medical department attached to it, and is flourishing.

Here is a court house, a gaol, two banking houses, six churches, for Congregationalists, Episcopalians, Unitarians, Methodists, and Roman Catholics, some of which are elegant buildings, an academy, and a female seminary, which are fine edifices.

About a mile and a half north-east of the court house is a manufacturing village, on the falls of the Onion river, denominated Winooski city. Beside rapids, the river here has a perpendicular fall of about twenty feet, and affords a great water power. This village is situated partly in Burlington, and partly in Colchester, and connected by a fine covered bridge across the Onion river. The mills and manufactories of this place are already considerable.

The township contains some good land, and sothe less fertile. The first had a natural growth of hard wood, and the latter of pine. The first permanent settlement was made in 1783. It has forty-nine stores, capital, 352,830 dollars; one tannery, one rope factory, one brewery, one

* Condensed from the *United States Gazetteer* and *Official Returns* of 1840.

glass factory, one pottery, one grist mill, three saw mills, three printing offices, two weekly newspapers. Capital in manufactures, 84,408 dollars; one academy, 104 students, seventeen schools, 835 scholars.—*Official Returns, U. S. Gaz.*

BARNETON is in 42 deg. 42 min. north latitude, and 73 deg. west longitude. Population, 1790, 2400; 1830, 3419; 1840, 3429. It was chartered in 1749 by Benning Wentworth, then the royal governor of New Hampshire, from whom it was named and settled in 1781. It is drained by branches of Moosick river, which afford good water power. The soil is fertile, and marble, iron ore, and yellow ochre are found. The principal village is on elevated ground, and has a court house, a Congregational church, and an academy. A little to the east is a manufacturing village. It has fourteen stores, capital 55,670 dollars; three fulling mills, two cotton factories, 1608 spindles, three furnaces, four tanneries, one pottery, one paper factory, three grist mills, two saw mills, one oil mill, one printing office, one weekly newspaper. Capital in manufactures, 111,700 dollars. Two academies, 150 students, twelve schools, 419 scholars. Population, 3429.—*Official Returns, U. S. Gaz.*

WOODSTOCK.—The surface of this township is picturesquely diversified, and drained by Otta Queechee river and its branches, and by Beaver brook, all of which afford water power. It contains two villages. The north or main village is one of the largest in the county, built around a public green. It contained, in 1840, a court-house, gaol, five churches—one Congregational, one Episcopal, one Methodist, one Christian, and one Universalist—the Vermont Medical College, twenty stores, two printing offices, 325 dwellings, and 1400 inhabitants. The south village is five miles south of the court house, and contains one church, two stores, and a number of mechanic shops. There were, in 1840, in the township twelve stores, capital 58,500 dollars; one fulling mill, two woollen factories, three tanneries, two printing offices, two weekly newspapers, three grist mills, five saw mills. Capital in manufactures, 127,505 dollars. One academy, twenty-five students, sixteen schools, 1042 scholars. Population, 3315.—*Official Returns, U. S. Gaz.*

WINDBOR.—The surface of this township is uneven, the soil fertile. Connecticut river bounds it on the east. Drained by Mill river, which affords water power. The village is situated on the west side of Connecticut river. Between the village and the river is a rich meadow, one-fourth of a mile wide. It contains three churches, a court house for United States' courts, a seminary for young gentlemen and ladies, a bank, a state prison, nine stores, one grist mill, one saw mill, a printing office, issuing a weekly newspaper, and many houses, ornamented with trees and shrubbery. Mill river has a fall of sixty feet in one-third of a mile, and affords good water power. Brownsville village, in the west part of the township, contains a Methodist church and two stores; and Sheddsville, in the same part, has a church common to the Freewill Baptists and Universalists. The township contained, in 1840, 2428 sheep. On the south border of the town is Ascutney mountain, 3320 feet above tidewater. There are in the town nine stores, capital 40,500 dollars; three fulling mills, two woollen factories, one furnace, three tanneries, one printing office, two periodicals, two weekly newspapers, five grist mills, eight saw mills. Capital in manufactures, 35,490 dollars. Eighteen schools. Population, 2744.—*Official Returns, U. S. Gaz.*

ST. ALBANS is bounded on the west by Lake Champlain, with a surface moderately uneven, and the soil a fertile loam, well cultivated. The village is situated three miles east of the lake, on elevated ground, and contains a court house and gaol, on a handsome public square, thirty by twenty-five rods, three churches—one Congregational, one Episcopal, and one Methodist—a bank, an academy, a printing office, publishing a weekly newspaper, and about 100 dwellings. It has a good landing-place on St. Albans bay, with a wharf and several storehouses. The business of the place, with a fertile back country, is extensive. There were, in 1840, in the town twenty stores, capital, 80,000 dollars; two tanneries, two printing offices, two binderies, two weekly newspapers, four saw mills; capital in manufactures, 20,500 dollars; one academy, eighty students, fourteen schools, 315 scholars. Population, 2702.

The other principal towns or townships are :

DANVILLE, with a population of 2633 inhabitants.

MIDDLEBURY, with a population in 1840 of 3162 inhabitants, a college, two academies, and twelve schools; sixteen stores, two woollen factories, one cotton factory, two tanneries, one furnace, two printing offices. Capital in manufactures, 172,700 dollars.

NEWBURY, with a population, in 1840, of 2578 inhabitants.

VERGENNES City, incorporated as such in 1788. It is situated seven miles up Otter creek, or rather a branch of Lake Champlain, as vessels of 800 tons can ascend to the city. In 1840 it contained 1013 inhabitants, three churches, thirteen stores, two fulling mills, one woollen factory, three tanneries, and iron works.

BATTLEBOROUGH, with a population of 2624 inhabitants, situated on the west branch of the Connecticut river, and is renowned for its "Typographic Company," established in 1836, with a capital of 150,000 dollars, which manufactures paper, and print and publish works upon a most extensive scale. The township had, in 1840, twenty stores, and a capital of 237,600 dollars in its paper and other factories.

ROCKINGHAM, with, in 1840, a population of 2330. Capital, in woollen and other manufactures, 119,937 dollars.

RUTLAND.—The surface of this township is uneven; soil, various, from a strong loam to a light sand, but generally fertile. Drained by Otter creek and its branches, which afford water power, and by a branch of Castleton river. The principal village, on an elevated situation, contains a court house, gaol, a bank, one Congregational and one Episcopal church, twelve stores, a printing office, issuing a weekly newspaper, and about 100 dwellings, many of them handsome. In the west part of the township is another village, containing a Congregational church, and about thirty dwellings. The Baptists and Methodists also have churches. Chartered in 1761. There were, in 1840, in the township eleven stores, capital, 28,700 dollars; one tannery, one printing office, one bindery, one weekly newspaper; capital in manufactures, 23,450 dollars; sixteen schools, 963 scholars. Population, 2708.—*Official Returns, U. S. Gaz.*

IV. MASSACHUSETTS.

MASSACHUSETTS is bounded on the north by Vermont and New Hampshire; on the east by the Atlantic; on the south by the Atlantic, Rhode Island, and Connecticut; and on the west by New York. This state lies between 40 deg. 23 min. and 43 deg. 52 min. north latitude, and 60 deg. 50 min. and 73 deg. 10 min. west longitude. It is 190 miles long and ninety broad. Its area is about 7500 square miles, or 4,800,000 acres. The population in 1790 was 393,727, in 1800, 422,845; in 1810, 472,040; in 1820, 523,287; in 1830, 610,408; in 1840, 737,699.—*Official Returns for 1840.*

The climate of this state is favourable to health, and about one in seven of the inhabitants live to seventy years of age. The extremes of temperature are from 20 degrees below to 100 degrees above zero; but such extremes are rare and of short continuance.

Massachusetts is divided into fourteen counties, viz., Suffolk, population, 95,778, C. Boston; Essex, population, 94,437, C. Salem, Crewbury Port, and Ipswich; Middlesex, population, 106,611, C. Cambridge and Concord; Worcester, population, 95,313, C. Worcester, 30,897, C. Northampton; Hampden, 37,366, C. Springfield; Franklin, 28,812, C. Greenfield; Berkshire, 41,745, C. Lenox; Bristol, 60,164, C. New Bedford and Taunton; Plymouth, 47,373, C. Plymouth; Barnstable, 32,548, C. Barnstable; Dukes, 39,58, C. Edgartown; Nantucket, 9012, C. Nantucket; Norfolk, 53,140, C. Dedham.—*Official Returns for 1840.*

The mountain or hilly ranges of Vermont and New Hampshire branch into parts of Massachusetts, crossing the western part of the state into Connecticut. East of these highlands, the lands are hilly and sterile, except in the southern districts, where the soil is level and sandy. On the sea-coast the land is sterile and rocky, particularly in the south-east. The lands in the valleys of the Connecticut and Housatonic rivers are alluvial and fertile. Agriculture has been carefully and skillfully attended to in this state. No extensive or alluvial tracts occur in Massachusetts; although limited spots occur on the banks of most of the streams, and, with the adjoining elevated woodlands and pastures have, by skilful industry, been brought under profitable cultivation, and form the best farms in the state. There are numerous uncultivated swamps. The greater part of the soil of Massachusetts is diuvial and ungenerous. By clearing away the stones and rocks, and by the extensive application of manure, many of the originally sterile districts have been converted into productive farms.

The principal rivers are the Connecticut, which winds for about fifty miles in this state. Deerfield and Westfield rivers enter it from the west, and Miller's and Chickapee rivers from the east. The Housatonic rises in Berkshire county, in the western part of the state, and flows into the state of Connecticut. The Merrimac has a course of fifty miles in the north-east part of the state, and falls into the ocean at Newburyport. It is navigable for large vessels, fifteen miles up to Haverhill.

Massachusetts bay extends from Cape Ann on the north, forty miles, to Cape Cod on the south, and includes Boston and Cape Cod bays. Buzzard's bay, on the south shore of the state, is thirty miles in length. Boston harbour is one of the finest in the world, easy of entrance, safe and capacious, and easily and well defended. New Bedford, on Buzzard's bay, has a fine harbour. The other principal maritime towns are Salem, Newburyport, Gloucester, and Nantucket. The other principal towns are Lowell, Plymouth, Worcester, Springfield, Pittsfield, and Northampton.

There are several important islands off the south shore of Massachusetts. The largest is Nantucket, fifteen miles long and eleven broad. It constitutes a county of its own name. Martha's Vineyard, to the west of Nantucket, is twenty miles long, and from two to ten broad. This, with Elizabeth's Islands, in Buzzard's bay, and some other small islands, constitutes Duke's county.

EDUCATION.—Massachusetts has three colleges and two theological seminaries. Harvard Uni-

By the last school abstract laid before the legislature, in 1843, the following facts appear :—

The sum of 888,197 dollars for the education of children and youth, is independent of what is required to maintain students in the colleges. Massachusetts has also, exclusive of the above, a small school fund of 472,676 dollars, but which is increasing, and the interest is annually distributed among the school districts. There are also supported principally by the state, two Normal schools, designed to qualify teachers for common schools. One is exclusively for females, the other for both sexes. These schools were established as experiments, no institutions of the same kind having been tried in this country; and have satisfied all reasonable expectations. Teachers educated in these institutions have generally been found more efficient than such as are educated elsewhere; and hopes are entertained that the good example set by Massachusetts may be followed by other states of the union.

RELIGION.—The principal religious denominations are the Congregationalists, the Baptists, the Methodists, the Episcopalians, and the Universalists. In 1836, the Orthodox Congregationalists had about 350 churches, 320 ministers, and 50,000 communicants. The Unitarians had about 120 ministers; the Baptists had 129 churches, 160 ministers, and 20,200 communicants. The Episcopalians had one bishop and thirty-seven ministers; the Universalists had 100 congregations and forty-four ministers. Besides these, there are a few Presbyterians, Christians, Roman Catholics, and Friends, and some others.

By a return made to the legislature in 1840, for the purpose of rating the state valuation, it appears that 158,000 acres of the territory of Massachusetts were covered with water; 90,000 acres occupied by roads; 730,000 acres were woodland; 956,000 unimproved, and 360,000 acres unimprovable—while only 260,000 acres were under tillage, and 440,000 acres as meadows, or upland meadows; the remainder being either improved as pasturage, or fresh swamps or salt-marsh meadows. It appears by the census returns, that the number engaged in agriculture is 87,837; being in proportion 1 to 8.39 of the population, which is less than any other state in the union. When we consider that the soil of Massachusetts is comparatively sterile, and that only 11.91 per cent of her population are employed in agriculture, while in the whole population of the United States engaged in agriculture amount to 21.74 in the 100 of the whole population, it cannot be expected that the agricultural products of this state will, even with its improved cul-

tivation, be equal to the average of all the states. The live stock and products of agriculture were, by the returns of 1840, as follows:—

Number of horses.....	61,500	Number of pounds of wool.....	942,000
Ditto neat cattle.....	283,000	Ditto, ditto, cocoons.....	21,800
Ditto sheep.....	378,000	Ditto, ditto, sugar.....	549,000
Ditto swine.....	143,000	Ditto, ditto, hops.....	255,000
Ditto bushels of wheat.....	210,000	Ditto tons of broom-corn.....	600
Ditto, ditto, Indian corn.....	2,203,000		dollars.
Ditto, ditto, barley.....	156,000	Value of poultry.....	178,000
Ditto, ditto, rye.....	563,000	Ditto the products of the dairy.....	2,374,000
Ditto, ditto, buckwheat.....	102,000	Ditto, ditto, orchards.....	390,000
Ditto, ditto, potatoes.....	4,850,000	Ditto, ditto, market-gardeners.....	384,000
Ditto tons of hay.....	683,000	Ditto, ditto, nurseries and florists..	112,000

"Massachusetts," observes the Hon. Mr. Hudson, member of congress from the state, "has no great staple, like the cotton of the south,* or the wheat of the middle and western states. What she raises, she consumes at home; and she procures large supplies of some of these articles from her sister states, as we shall show hereafter. But, although Massachusetts is not distinguished for her agricultural products, the attention paid to agriculture has increased within a few years. The agricultural societies which have been established in the different counties, and which have enjoyed, to a small extent, the patronage of the government, have exerted a salutary influence. Several papers devoted to this subject are published within the commonwealth, and are well sustained. Within a few years, an agricultural and a geological survey of the state have been made by gentlemen well qualified for those purposes, who were appointed by the government, to which they made their reports. These reports, having for their object a development of the agricultural resources of the state, were published by the order of the legislature, and distributed in all parts of the commonwealth; and have contributed, with other causes, to give to the agriculture of the state a more scientific character. New systems of husbandry have been introduced—swamps, formerly useless, have been reclaimed—the nature of soils, and the kind of manure best adapted to each, are beginning to be better understood—an improved race of animals has been introduced or reared up, and great improvements have been made in most of the implements of husbandry; from all which, we infer that the cultivation of the soil in this ancient commonwealth will keep pace with the improvements of the age."

Among other measures passed by the legislature of the state, that of granting premiums for growing wheat, appear to us a great fallacy. We, on principle, object to bounties of every description, as no branch of industry has ever thriven by such artificial support, against permanent natural obstacles. Suppose we grant bounties, in England, for growing fine apples and grapes, will these delicious fruits afterwards become acclimated, so as to ripen in the same perfection in the open air?—*Official Returns, U. S. Gaz., and various American authorities.*

MANUFACTURES OF MASSACHUSETTS.

The first colonists of New England were compelled by necessity to turn their attention to some species of household manufacture, such as shoes and hats. As early as 1700, the people of Massachusetts having commenced manufacturing in their families coarse woollens for their own wear, and a mixed article of flax and wool, called *linsey-woolsey*, principally for women's wear. These articles were dyed with maple, walnut, butternut, and other kinds of bark, moss, and vegetables. Some attempts were made to manufacture other necessary articles; but the condition of the country, and the exclusive policy of the mother country, prevented any considerable progress being made in manufactures before the revolution.

The first cotton manufactory in the United States, was established by a company at Beverley, in Massachusetts, in 1788. On the following year, this company was incorporated. A periodical of the day, describing this factory, says, "that an experiment was made with a complete set of machines for carding and spinning cotton, which answered the warmest expectations of the proprietors. The spinning-jenny spins sixty threads at a time, and with the carding-machine forty pounds of cotton can be well carded in a day. The warping-machine, and the other tools and machinery, are complete, performing their various operations to great advantage, and promise much benefit to the public, and encouragement to the patriotic adventurers." But this company soon abandoned the business as a corporate body, and it was carried on by individuals, who subsequently erected a mill for the purpose of spinning cotton by water; but the undertaking was not successful.

Soon after the establishment of the factory at Beverley, a more successful effort was made by Mr. Samuel Slater, who is called "the father of American manufactures," at Pawtucket. Cotton cloth was first made in the country, at this factory, by water-power machinery. The Newburyport woollen manufactory was incorporated in 1794, and the calico-printing manufactory, at the same place, in

1798. They do not appear to have succeeded. In 1800, the Salem Iron Factory Company was chartered, with power to hold landed and personal estate to the value of 330,000 dollars. In 1802, the Danvers and Beverley Iron Company was incorporated, with a like capital of 330,000 dollars. In 1805, the Amesbury Nail Factory Company was chartered, with a capital of 450,000 dollars. In 1809, two companies were formed for the manufacture of glass. Previously to the end of 1815, there were about fifty companies incorporated; chiefly for the manufacture of cotton, or of cotton and wool. These cotton mills were chiefly employed in manufacturing cotton-twist, which was afterwards woven by handloom weavers. The cotton and wool factories did little more than weave sattinets, a common cloth made of cotton and wool.

In 1812, the Waltham Manufacturing Company, with a capital of 450,000 dollars, began working. It was the only establishment of any note at the close of the war, in 1815, and it has continued to prosper.

It was not until about 1812, that woollen manufactures were established, to any important extent, in Massachusetts. The restrictive measures which preceded the late war with Great Britain, and that war, created those woollen factories. They did not grow up naturally; and when peace came on, most of the proprietors were ruined. From 1815 to 1828, the woollen manufactures of this state did not, though persevered in, flourish; nor can they be said to be now, in any important degree, prosperous. They were all undertaken with the idea of being protected by a heavy tariff on foreign woollens.

Massachusetts is pre-eminent among all the states in the manufacture of boots and shoes, soap and candles, hardware and cutlery, refined sugar, paper, powder, and fire-arms; and ranks after New York and Pennsylvania in the manufacture of machinery, drugs, paints, and dyes, and household furniture; after Kentucky, in cordage; after New York, in musical instruments, hats, caps, and bonnets; after Connecticut, in silk; and is the third state in the manufacture of glass, leather, flax, and salt. In capital employed in manufactures of all kinds, Massachusetts owns nearly one-sixth of the whole manufacturing capital of the country, New York being the only state with a larger capital employed. Several of the principal manufacturing establishments in Maine and New Hampshire are owned, to a considerable degree, by capitalists in Massachusetts.—*Official Returns, &c.*

A STATEMENT of the Manufactured Products of Massachusetts in 1837, taken from the Statistics published by order of the Legislature.

ARTICLES MANUFACTURED.	Value.	Hands employed.	Capital invested.	ARTICLES MANUFACTURED.	Value.	Hands employed.	Capital invested.
dollars.			dollars.	dollars.			dollars.
Anchors, chain-cables, &c....	114,125	36	80,500	Leather, including morocco ..	3,254,416	1,798	2,033,423
Axes, scythes, snaths, &c....	325,590	387	196,938	Looking-glasses	165,500	59	61,600
Beer, bellows, blacking, boats,				Lumber, shingles, and staves ..	167,778	121	27,750
wharries, &c....	152,321	273	55,300	Machinery of various kinds ...	1,235,390	1,399	1,146,775
Bonnets (straw, and palm-leaf,				Musquets, rifles, pistols, swords,			
hats)	1,902,803			&c.	288,809	394	65,643
Books, stationery, pocket-books,				Nails, brads, and tacks	2,527,095	1,095	1,074,000
and school apparatus	1,048,110	1,023	909,800	Oil, (refined whale and other			
boots and shoes	14,612,520	39,008		oils)	2,030,321	145	1,133,506
Brass and copper	1,469,354	207	635,800	Organs and piano-fortes	324,200	229	172,000
Britannia and block tin	68,300	59	7,300	Paper	1,641,230	1,173	1,167,700
Brooms, brooms, and baskets ..	289,512	350	103,095	Ploughs	54,561	73	
Buttons of all kinds	246,000	358	147,200	Saddles, trunks, and whips ..	351,575	758	182,825
Candles (sperma and tallow)				Salt	246,059	708	801,753
and soap	1,620,730	266	697,300	Shovels, spades, forks, and			
Candlesticks, playing cards,				hoes	264,709	284	225,523
chocolate, chair-stuff, and				Silk	56,150	125	137,000
coffee-mills	66,014	81	29,840	Spectacles, starch, stone, and			
Cards, (wool)	254,420	139	148,310	earthenware	31,560	47	20,974
Carriages, waggon, sleighs and				Spirits	1,238,789		
harnesses, &c....	979,442	945	278,790	Stone, (granite, marble, slate,			
Casks and hoops	208,842	104	81,250	and soap-stone)	680,732	1,177	269,950
Chairs and cabinet ware	1,262,121	2,011	81,250	Stoves and stove-pipes	31,000	13	11,815
Clothing, neck-stocks, and sus-				Sugar (refined)	976,454	92	296,653
penders	2,013,316	8,939	780,150	Snuff and cigars	184,601	366	33,300
Corns	268,500	444		Tinware	394,322	377	
Cordage and twine	481,441	439	283,375	Tools (carpenters', joiners', and			
Cotton goods (cloths)	13,056,659	15,751	14,309,718	shoemakers')	258,531	297	110,807
Cotton batting, thread, warp,				Types and stereotypes	157,000	215	140,000
wicking, &c....	169,221	141	78,000	Umbrellas	104,500	136	56,000
Cotton-printing	1,183,521	1,060	1,539,000	Upholstery, including bed-			
Cutlery	180,200	193	92,033	binding, curtains, hay, and			
Drugs, medicines, and dye-				paper-hangings	55,483	86	13,160
stuffs	371,019	97	98,075	Vessels built annually	1,370,656	2,834	
Flashery, (whale, cod, and mac-				Varnish and bees' wax	52,600	8	9,000
kerel)	7,592,290	20,126	12,483,078	Window-sashes, blinds, and			
Fur caps, and other manufac-				doors	74,166	93	5,330
tures of fur	73,000	100	55,000	Wire	81,770	53	44,300
Gas	100,000	40	375,000	Wooden ware, including boxes,			
Glass	331,070	647	789,440	rakes, shoe-pegs, yokes,			
Glass	34,622	18	19,700	helves, &c....	174,692	813	26,590
Gold and silver leaf	43,000	30	11,200	Woolen goods	10,399,867	7,097	5,770,750
Gunpowder	246,357	77	160,800	Engravings, (scenics, history,			
Hats	608,086	807		lamp-black, mechanical in-			
India rubber	18,000	13	10,000	struments, mustard, razor-			
Iron castings, bar and rod, &c.	1,058,070	1,311	1,516,023	strops, lather-boxes, pumps,			
Jewellery, silver, and silver-				blocks, &c. A.	63,460	117	19,078
plate	325,500	207	161,550				
Lead manufactures	201,400	43	6,100				
				Total	dollars 85,712,927	117,352	52,008,865

The value of capital though not enumerated, is estimated at about 3,000,000 dollars.

According to the returns made to congress for 1840, the manufactories and the value of their fabrics, are given as follows:—

The value of family and home-made manufactures in 1840 was 231,942 dollars; there were 307 fulling-mills, and 144 woollen manufactories, employing 5076 persons, producing goods to the amount of 7,082,898 dollars, and employing a capital of 4,179,850 dollars; 278 cotton manufactories, with 665,095 spindles, employing 20,928 persons, producing articles to the value of 16,553,423 dollars, and employing a capital of 17,414,099 dollars; forty-eight furnaces produced 9332 tons of cast iron, sixty-seven forges, rolling mills, &c., produced 6004 tons of bar iron, the whole employing 1097 persons, and a capital of 1,232,875 dollars; eighty-two paper manufactories, employing 967 persons, produced articles to the value of 1,659,930 dollars, and other paper manufactures to the value of 66,700 dollars, and the whole employed a capital of 1,082,800 dollars; 463 persons produced salt to the amount of 376,596 bushels, with a capital of 502,980 dollars; hats and caps were manufactured to the value of 918,438 dollars, and straw bonnets to the value of 821,646 dollars, the whole employing 6656 persons, and a capital of 602,292 dollars; 355 tanneries employed 2446 persons, and a capital of 1,024,099 dollars; paints and drugs were produced to the value of 405,725 dollars, and turpentine and varnish to the value of 25,820 dollars; 1532 saddleries, and other leather manufactories, produced articles to the value of 10,553,826 dollars, and employed a capital of 3,318,544 dollars; four glass houses, employing 372 persons, produced articles to the value of 471,000 dollars, with a capital of 277,000 dollars; twenty potteries, employing seventy-one persons, produced articles to the value of 44,460 dollars, with a capital of 27,975 dollars; two sugar refineries produced articles to the value of 1,025,000 dollars; chocolate was manufactured to the value of 31,500 dollars; and confectionery to the value of 137,300 dollars; fourteen powder mills employed sixty-nine persons, and produced 2,815,215 pounds of gunpowder, with a capital of 255,000 dollars; 913 persons produced machinery to the value of 926,975 dollars; 1109 persons produced hardware and cutlery to the value of 1,881,163 dollars; thirty-seven distilleries produced 5,177,910 gallons, and seven breweries produced 429,800 gallons, employing 154 persons, and a capital of 963,100 dollars; 397 persons produced fifty cannon and 22,652 small-arms; 1402 persons produced carriages and waggons to the value of 803,999 dollars, with a capital of 334,660 dollars; 274 persons wrought granite and marble to the value of 217,180 dollars; and 758 persons manufactured bricks and lime to the value of 310,796 dollars; mills of various kinds employed 1808 persons, and manufactured to the value of 1,771,183 dollars, with a capital of 1,440,152 dollars; ships were built to the value of 1,349,994 dollars; fifty-one rope walks employed 672 persons, producing articles to the value of 852,200 dollars, with a capital of 550,100 dollars; furniture employed 2424 persons, producing the value of 1,090,008 dollars; 246 persons manufactured musical instruments to the value of 243,760 dollars, with a capital of 555,100 dollars; 324 brick and 2219 wooden houses employed 2947 persons, and cost 2,767,134 dollars. There were 104 printing offices, seventy-two binderies, ten daily newspapers sixty-seven weekly, and fourteen semi-weekly, and fourteen periodicals, the whole employing 922 persons, and a capital of 416,200 dollars. The whole amount of capital employed in manufactures was 41,774,446 dollars.—*Official Returns to Congress, 1840.*

COMMERCE OF MASSACHUSETTS.

Massachusetts, in the extent of her foreign commerce, stands the second state in the union, and is the first in the amount of her registered shipping tonnage. There were imported into Massachusetts, during the commercial year, 1841, foreign goods, wares, and merchandise to the value of 20,318,000 dollars, being nearly one-sixth of the whole value brought into the country, and about twice as much as was imported into any other state, with the exception of New York, whose importations amounted to 75,713,000 dollars. The importations into New York are more than three times as great as into Massachusetts; but it appears, that the importations into New York during that year were about 74 per cent on foreign account, while the importations into Boston were only about 17 per cent on foreign account—making a difference of 57 per cent in favour of Boston. This fact would bring the American commerce of New York down to nearly the standard of that of Massachusetts. A considerable share of the commerce of New York is on Massachusetts account; while very little, if any, of the Massachusetts commerce, is on New York account. A considerable share of the trade of New York, is carried on by Massachusetts ships, navigated by Massachusetts seamen: especially in the East India trade, as appears by the following statement:—

The number of vessels which arrived in New York from Canton and Manilla was, "

In 1839.....	21,	of which	7	belonged to	Massachusetts,
1840.....	29	"	14	"	"
1841.....	15	"	4	"	"
1842.....	26	"	11	"	"
Total	91		36		

In the import trade from Calcutta about twenty ships are employed. The whole number of arrivals were—

In 1840..... 18, of which 15 arrived in Massachusetts.

1841..... 20 " 17 " "

1842..... 26 " 21 " "

During the same years several cargoes arrived at New Orleans from Calcutta, on Massachusetts account.

" From fifty to seventy cargoes enter the United States annually from Russia; a large share of which are on Massachusetts account. In 1839, the number of American vessels which arrived at St. Petersburg was fifty-two, of which thirty-seven were on Massachusetts account. The whole number of arrivals in the United States from St. Petersburg and Riga the same year was fifty-three, of which twenty-six came into Massachusetts, and twenty-three into New York. Of the twenty-three which came into New York, ten were Massachusetts vessels, and a portion of these cargoes were on Massachusetts account. In 1840 there were sixty-four American vessels which arrived at St. Petersburg, of which forty-nine were on Massachusetts account. In the same year the arrivals in the United States from Russia were sixty-five, of which thirty-two came into Massachusetts, and twelve into New York; of which twelve, five were Massachusetts vessels, and a portion of their cargoes was on Massachusetts account. The great supply of foreign sugars into St. Petersburg for the Russian empire is chiefly from Cuba; of this supply nearly one-half is carried in Massachusetts vessels, and a considerable portion on Massachusetts account. The United States are supplied with pepper almost entirely by Massachusetts ships; and a large portion of the exports from Sumatra to Europe is carried in Massachusetts vessels, and on Massachusetts account.

" The annual document from the secretary of the treasury, detailing the commerce and navigation of the country, shows only the imports into the different states, without designating on whose account the importation is made; and it will be seen at once that such tables do not show the exact commerce of each state. One state may be situated inland, as Indiana, for example, and hence be represented as having no commerce; and another state, as Louisiana, which happens to be the outlet of the great Mississippi Valley, may be so situated as to have the credit for much that is owned and shipped by the people of other states. The facts we have already presented, clearly demonstrate that these tables do not do full justice to the state of Massachusetts. Her vessels, which enter at New York and clear from the same port, are set down to the credit of New York, though the vessel be owned in Massachusetts, the crews are from Massachusetts, and the cargo is on Massachusetts account. It will also be seen, by the facts above presented, that a large share of the distant, and in some respects the most important commerce, is carried on by the Massachusetts merchants. A cargo which is the result of a long voyage, is in one respect, more important to the country than any other. A cargo from the West Indies, worth 100,000 dollars at the port where it is entered, might require for its purchase 95,000 dollars of specie or our domestic products; and so the cargo would be a drain upon the country to that amount. But a cargo from the East Indies, worth 100,000 dollars at the port where it is entered, may draw from the country but 90,000 dollars. Massachusetts commerce, as we have seen, is, to a great extent, with the most remote nations, and hence more productive of the interests of the country than any other.

" We have already seen that the importations into Massachusetts, during the last commercial year amounted to 20,318,000 dollars—her exports during the same year were 11,487,000 dollars, being nearly one-tenth of the whole export of the country, and more than was exported from any state except New York and Louisiana: and it is worthy of remark that both of these states, from their local situation, export a larger amount of the products of other states than Massachusetts. The amount of tonnage owned in Massachusetts, as compared with other states, shows at once that she performs a large share of their carrying. The entire registered and licensed tonnage of Massachusetts, as compared with several of the great states, is as follows:—

	tons.		tons.
Massachusetts.....	545,900	Pennsylvania	118,900
New York	474,700	Louisiana.....	145,700

" Here it will be seen that Massachusetts owns 71,200 tons of shipping more than New York: 427,000 more than Pennsylvania; 400,200 more than Louisiana; and about one-fourth of the aggregate tonnage of the United States. As Louisiana exports about three times as much as Massachusetts, and owns but about one-fourth as much shipping, it would seem to follow, with a good degree of certainty, that much of the carrying trade of Louisiana was performed by Massachusetts; and every person acquainted with the subject, knows that Massachusetts vessels are largely engaged in the cotton, flour, pork, bacon, and lard trade of New Orleans.

" The number of vessels which entered in Massachusetts in 1841, was 2119—being twice as many as entered in any other state, except New York, and more than one-sixth of the aggregate shipping which entered in the United States. The number of ships built in Massachusetts in the same year, was 112, with an aggregate tonnage of 28,653, being a larger amount of tonnage than that produced by any other state, and nearly one-fourth of the aggregate of the whole United States, as will be seen by a comparison of Massachusetts with some of the principal ship-building states.—

	tons.		tons.
Massachusetts	28,653	Ohio	7,178
Maine	26,874	Pennsylvania.....	6,970
New York.....	17,438	The United States	118,893
Maryland.....	10,787		

" From a comparison of the ships built in the several states, with the ships owned in the states respectively, it will be seen that Massachusetts not only owns more shipping than any other state, but

that her territory is, to a considerable extent, the ship-yard, and her labourers the shipwrights, of several of the commercial states. In seamen, Massachusetts is still more prolific. By the returns of registered seamen, made to the secretary of state annually, it appears that Massachusetts furnishes more than twice as many as any other state, and more than one-third of the whole number furnished by the whole country. By the returns for 1841, the only one on which we can, at this time, lay our hands, it appears that the registered seamen stand as follows:—

Massachusetts	4081	Maryland	338
New York	1815	Louisiana	1764
Maine	1026	All other states	
Pennsylvania	708		

"From this view of her commerce, it will be seen that Massachusetts is second only to New York, if indeed she does not rival that great state. The opening of the Western railroad, which connects Boston with Albany and the great west, and the establishing of the line of packets between Boston and Liverpool, must inevitably increase greatly the commercial importance of Massachusetts."—*Massachusetts and her Resources*. By the Hon. Charles Hudson, Member of Congress from the State.

In 1842, the quantity of ice shipped for distant ports, at the wharfs in Boston and Charlestown, on board 140 vessels, was upwards of 30,000 tons; all of which, with the exception of about 6000 tons, was brought from Fresh Pond, Roxbury. And it is stated, that if greater facilities for transporting it were offered by a railroad, the quantity would be increased. The Lowell railroad has, therefore, obtained a grant from the legislature, for an extension of the road to the Pond.

COMMERCE of Massachusetts, from 1789 to 1844.

YEARS.	EX PORTS.			Imports	Duties on Foreign Merchandise Imported.	'Drawbacks on Foreign Merchandise.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....			2,519,651	....	1,025,074	19,130	94,662 00
1792.....			2,888,104	....	1,100,686	12,010	112,644 00
1793.....			3,755,847	....	1,125,784	37,138	135,590 68
1794.....			5,292,441	....	1,465,439	327,504	143,788 01
1795.....			7,117,907	....	1,998,464	497,125	171,738 12
1796.....			9,949,345	....	2,351,150	811,474	186,190 50
1797.....			7,602,047	....	2,109,005	636,722	187,447 47
1798.....			4,682,252	....	2,138,144	800,091	174,798 41
1799.....			11,421,591	....	2,837,092	1,019,030	191,067 31
1800.....			11,320,876	....	3,165,189	1,008,231	213,197 28
1801.....			14,870,556	....	4,442,377	1,247,475	241,319 05
1802.....			13,492,632	....	3,428,245	1,712,580	209,794 40
1803.....	5,399,020	3,360,546	8,769,566	....	3,410,617	757,667	222,024 81
1804.....	6,305,122	10,591,296	16,896,438	....	5,401,415	1,572,074	250,638 47
1805.....	6,697,031	13,738,606	19,435,637	....	5,967,330	2,449,041	285,089 32
1806.....	6,621,096	14,377,547	21,198,643	....	6,009,725	2,479,026	300,075 87
1807.....	6,185,748	13,920,377	20,112,125	....	5,371,425	2,580,623	310,390 69
1808.....	1,808,632	3,019,090	5,128,322	....	2,294,717	895,243	260,519 91
1809.....	6,023,729	6,119,564	12,143,293	....	2,637,802	1,158,105	324,000 08
1810.....	5,761,771	7,251,277	13,013,048	....	3,951,671	1,150,488	352,806 82
1811.....	6,042,645	5,192,820	11,235,465	....	2,773,074	916,490	273,245 80
1812.....	3,935,229	2,648,100	6,583,328	....	3,173,530	451,682	200,076 20
1813.....	1,513,069	294,854	1,807,923	....	2,090,723	1,062,698	237,649 33
1814.....	1,078,077	55,722	1,133,799	....	1,492,590	24,599	225,774 05
1815.....	3,517,403	1,732,620	5,280,023	....	5,944,211	271,676	299,298 85
1816.....	5,008,974	5,127,485	10,136,459	....	5,917,343	1,084,222	274,049 63
1817.....	5,908,416	6,910,581	11,927,997	....	4,217,695	1,127,408	248,310 86
1818.....	5,698,646	6,209,510	11,908,156	....	1,916,117	4,188,087	472,886 14
1819.....	4,873,992	6,525,921	11,399,913	....	4,741,022	1,792,842	176,269 93
1820.....	3,401,435	7,147,487	11,008,922	....	4,113,281	1,470,135	130,251 14
1821.....	3,698,517	8,816,174	12,484,691	14,826,732	4,701,645	1,262,844	196,975 45
1822.....	4,072,166	8,626,369	12,698,535	18,337,320	5,200,710	970,948	197,512 16
1823.....	4,943,985	9,738,254	13,682,239	17,607,100	4,527,616	1,399,935	165,393 18
1824.....	4,038,072	6,395,366	10,433,438	15,878,758	4,814,948	1,350,404	173,517 60
1825.....	4,262,104	7,170,883	11,432,987	15,845,141	5,761,649	1,224,124	173,244 71
1826.....	3,846,138	6,210,794	10,056,932	17,063,482	4,648,585	1,640,136	188,177 20
1827.....	3,820,349	6,604,034	10,424,383	13,370,564	4,909,693	1,233,308	225,111 40
1828.....	4,080,025	4,929,760	9,022,785	15,070,444	5,277,678	951,126	247,369 92
1829.....	3,949,731	4,305,186	8,254,917	12,520,741	5,130,090	1,039,869	237,067 93
1830.....	3,999,933	3,013,242	7,013,174	10,153,544	4,465,909	1,244,919	215,463 18
1831.....	4,027,301	3,706,562	7,733,863	14,269,056	6,087,447	955,536	225,236 15
1832.....	4,656,635	7,337,433	11,994,068	18,178,000	6,179,495	1,186,255	254,508 86
1833.....	5,150,884	4,532,538	9,683,422	19,946,611	4,223,852	1,169,660	275,728 86
1834.....	4,672,746	5,476,074	10,148,820	17,672,129	3,019,278	585,794	307,490 29
1835.....	5,664,469	4,479,291	10,143,760	19,400,373	3,806,839	587,091	331,173 47
1836.....	5,113,190	5,267,180	10,380,370	25,681,462	4,743,630	589,973	315,598 80
1837.....	4,781,901	4,856,289	9,728,190	19,973,667	.....	.....	296,246 47
1838.....	6,156,529	2,940,333	9,101,862	14,300,925	.....	.....	306,120 84
1839.....	5,328,443	3,179,030	9,276,085	19,385,223	.....	.....
1840.....	6,268,158	3,918,103	10,186,261	16,513,858	.....	.....
1841.....	7,597,692	4,649,081	11,487,343	20,318,803	.....	.....
1842.....	6,719,115	3,087,995	9,807,110	17,966,438	.....	.....
1843.....	4,430,681	1,974,326	6,485,307	16,789,452	.....	.....
1844.....							

* For the first nine months only.

FISHERIES OF MASSACHUSETTS.

The whale fishery commenced in Massachusetts as early as 1672. In 1840, it appears that there were 588 vessels engaged in the whale fishery, of which 425 belonged to Massachusetts. By the last annual return of the commerce and navigation of the United States, the amount of tonnage employed in the cod fishery was 68,551 tons; of which 29,529 tons, being about the same as the state of Maine, and about four times as much as all the rest of the union, belonged to Massachusetts. Massachusetts had about 10,000 tons of shipping engaged in the mackerel fishery, while that employed in the fisheries by all the other states of the union amounted to only 1200 tons. The tonnage, in 1840, employed in the whale fishery, by all the United States, was 157,405 tons; and of this Massachusetts employed 120,474, or being more than three-fourths of the whole.

The capital which Massachusetts invested in the fisheries, amounted to 11,725,850 dollars; employing 16,000 sailors and fishermen in this hardy enterprise. To show the relative importance of this branch of industry, the produce of the fisheries of Massachusetts, and of some of the principal states, was as follows; viz.,

Quintals of Smoked or Dried Fish.

United States	773,947	New Hampshire	28,257
Massachusetts	389,715	Rhode Island	4,034
Maine	279,156		

Barrels of Pickled Fish.

United States	472,359	Maryland	71,293
Massachusetts	124,755	Maine	54,071
North Carolina	73,350		

Gallons of Spermaceti Oil.

United States	4,764,708	New York	400,251
Massachusetts	3,630,972	Connecticut	183,207
Rhode Island	487,268		

Gallons of Whale and other Fish Oil.

United States	7,538,778	New York	1,269,541
Massachusetts	3,364,725	Rhode Island	633,860
Connecticut	1,909,047		

Value of Whalebone, &c.

	dollars.		dollars.
United States	1,153,234	Connecticut	157,572
Massachusetts	442,974	New Jersey	74,000
New York	344,665		

Hands employed.

United States	36,584	Maine	3,610
Massachusetts	16,000	Connecticut	2,215
Maryland	7,814		

Capital invested.

	dollars.		dollars.
United States	16,429,620	Rhode Island	1,077,157
Massachusetts	11,725,850	New York	949,250
Connecticut	1,301,640		

Of dry fish, Massachusetts cured as much as all the rest of the United States; of pickled fish, more than one-quarter of the whole amount; of spermaceti oil, more than three-quarters; of whale and other oils, nearly one-half; of whalebone, more than one-third; and of capital, nearly two-thirds of the whole capital invested in the fisheries by the United States. In addition to all the fish consumed in the state, a large surplus is exported, amounting, in 1840, to more than 3,000,000 dollars; being in value greater than that of any other article exported from the United States, except cotton, tobacco, and flour. It has been estimated that those employed in the whale fisheries, consume annually, 54,000 barrels of beef and pork, being equal to one-half of the average export of these articles for the last ten years. They also consume a large quantity of flour, corn, butter, cheese, rice, &c. &c. The oil and whalebone brought into the country, in 1841, has been estimated in value at 7,360,000 dollars. Whatever may be the value of all the fisheries of the United States, one-half of the amount may be placed to the account of Massachusetts.

A TABLE, exhibiting the Number of Barrels of Mackerel inspected in the Commonwealth of Massachusetts in each year, from 1831 to 1843, inclusive.

PORTS.	1840.				1843				Total each Year.	
	No. One.	No. Two.	No. Three.	TOTAL.	No. One.	No. Two.	No. Three.	TOTAL.		
Boston	barrels. 2,987	barrels. 1,619	barrels. 3,087	..	barrels. 5,078	barrels. 2,149	barrels. 2,119	barrels. 9,346	1833	barrels. 64,451
Gloucester	3,667	1,868	1,104	..	10,480	2,987	2,862	16,328	1842	75,543
Newburyport	2,303	1,109	1,707	..	2,771	1,187	1,403	5,361	1841	56,537
Hingham	2,222	1,164	3,744	..	2,314	1,017	2,597	5,928	1840	50,992
Cohasset	824	3,092	3,103	..	2,300	1,116	3,039	6,461	1839	73,019
Dennis	907	605	1,497	..	940	471	962	2,373	1838	108,536
Truro	1,018	696	1,074	..	1,542	721	1,112	3,375	1837	238,157
Barnstable	367	410	1,137	..	665	246	310	1,421	1836	179,981
Wellfleet	083	1,069	1,869	..	3,043	1,343	1,220	5,606	1835	194,450
Scituate	285	220	548	..	322	127	100	549	1834	252,884
Chatham	116	27	7	..	268	99	82	449	1833	212,946
Plymouth	172	97	61	..	153	87	176	416	1832	212,452
Yarmouth	493	411	44	..	1,010	399	957	2,396	1831	383,529
Provincetown	584	793	799	..	1,131	901	1,085	3,117		
Salem	46	2								
Onebury	..	..	..	..	13	9	25	47		
Beverly	2	3	..	..	9	2		11		
Harwich	3	22	45	..						
Total	19,470	11,290	20,217	50,992				64,451		

QUARRIES AND MINERALS OF MASSACHUSETTS.

Massachusetts is not, as far as discovered, rich in minerals. *Iron* is found in various parts of the state, and is manufactured to a small extent, employing a capital of about 1,232,800 dollars, and about 1000 hands. The produce is about 9300 tons of cast iron, and 6000 tons of bar iron, annually. *Granite*, of excellent quality for building, abounds in Quincy and its vicinity, and is extensively quarried, and shipped to nearly every Atlantic port in a greater or less degree. The Astor House in New York, the front of the Tremont House in Boston, and Bunker Hill Monument, are built of this stone. Granite, suitable for building, is also found in large quantities at Gloucester, Fall River, Fitchburg, and many other places, in great abundance. *Gneiss*, nearly answering the same purpose, is found in many parts of the state. *Serpentine*, suitable for ornamental architecture, exists in Middlefield, Westfield, Newbury, and in several other places, but it has not been wrought to any extent.

Limestone is found in various places, and is particularly abundant in the county of Berkshire. Berkshire is renowned for the fine marble which it produces, denominated primitive marble. Its prevailing colour is white, and this is the variety most extensively wrought. Some of the varieties admit of a very fine polish. From the pure white the colour changes, by imperceptible gradations, to gray and dove colour. More or less is quarried in almost every town in Berkshire, except on the eastern side. It is most extensively wrought in West Stockbridge, Lanesborough, Ashfield, Sheffield, New Marlborough, and Adams. The City Hall in New York was built chiefly of this marble. The marble for the Girard College, in Philadelphia, is also obtained from the quarries in Berkshire.

Soapstone, remarkable for its softness and power to resist heat, is found in abundance in various parts of the state, but is not extensively wrought. *Argillaceous*, or roof slate, is found in different sections of the state, but the quality is not remarkably good, nor is it much used for roofs. *Potter's clay*, used for common pottery, tiles, and bricks, abounds; and *porcelain clay* has been found in several places. *Peat* is used for fuel in many towns in the eastern portion of the state; and what adds to its importance is, it is generally situated where wood is scarce. *Anthracite coal* has been discovered at Worcester and Mansfield; but the mine at Worcester has not been thoroughly explored, and at Mansfield the vein is supposed to be too thin to justify the expense of mining.

PUBLIC WORKS AND INTERNAL IMPROVEMENTS.

The common public roads, some good and many very bad, are among the earlier as well as among the more recent public works. The first canal and the first railroad in the United States, were constructed and opened in Massachusetts. Middlesex canal, from the Merrimac river

to Boston harbour, and the Quincy railroad, from the Neponset river to the Quincy quarries, were constructed before any other works of the kind in the United States. The Western railroad extends from Worcester, forty-four miles by railroad from Boston, to Greenbush, on the Hudson, opposite to Albany. It crosses the high lands of Worcester county, and the summit between Boston and Connecticut river, at an elevation of 907 feet above tide water, and the Green Mountain range in Washington, the summit between the Connecticut and the Hudson, at an elevation of 1459 feet above tide water. The greatest inclination is eighty-three feet per mile. The length of the railroad within the state is 118 miles; but as the rail from the line of the state to Albany was built by this company, and as they have a long lease of it, and the pre-emption of purchase, it may be considered as belonging to Massachusetts. Its length in New York is thirty-eight miles: being 156 miles. At Worcester this road connects with the Boston and Worcester road, which is forty-four miles in length; so that the Western road opens a direct communication by railroad from Boston to Albany, making a continuous line of 200 miles of road.

There are several other railroads, situated partly in the state and partly in the adjoining states, as the Norwich and Worcester, the Nashua and Lowell, and the Boston and Maine, which were built mostly by Massachusetts capital, aided by Massachusetts scrip. But we shall give the length, cost, &c., of that part of the road situated in Massachusetts, except in the case of the Western, for reasons already stated. The following table will give a general view of the different roads:—

CORPORATE NAME.	Length in Miles.	Cost of Road and Appurtenances.	Cost of Road per Mile, including Appurtenances.	1832			Miles run by Trains.	1843		
				Re-ceipts for past Year.	Expenditures for past Year.	Net Profits during past Year.		Expenditure during the Year.	Re-ceipts during the Year.	Excess of Re-ceipts & Expenditures.
		dollars.	dollars	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Western	156	7,566,792	48,505	512,688	266,619	246,069	397,295	573,888	303,572	269,909
Boston and Worcester....	44	2,764,395	62,827	304,284	164,510	139,774	241,310	404,141	206,641	197,500
Boston and Providence....	41	1,802,831	46,160	236,461	112,825	123,636	132,229	233,388	125,374	208,014
Boston and Lowell	26	1,978,286	76,087	278,311	131,013	147,298	143,687	277,315	109,367	167,948
Norwich and Worcester....	20	646,334	32,310	46,318	40,465	5,853	48,306	54,112	45,821	8,291
Nashua and Lowell	9	215,030	23,992	64,330	58,870	25,460	28,306	50,445	23,995	26,450
Eastern	39	1,805,000	47,820	215,328	113,200	102,128	147,124	270,562	104,640	174,922
Boston and Maine	21	550,000	26,112	.....	.....	.....	.....	64,598	39,700	25,298
N. Bedford and Taunton ..	20	484,122	21,306	55,776	22,355	33,421	40,734	50,672	22,281	27,391
Taunton Branch.....	11	250,000	22,727	77,171	57,778	19,393	21,004	74,251	51,390	22,855
Berkshire	21	205,000	.....	.....	.....	.....	.....	.....	.....	.....
Charlestown Branch.....	7	223,145	32,877	48,385	48,427	loss 3,012	11,433	.....	.....	.....
Total.....	415	18,583,835	.....	.....	.....	.....	1,212,307	1,370,076	miles run in 1841	.....

The Boston and Lowell and the Boston and Worcester roads have each double tracks, the rest single. The Berkshire road rail being a plate instead of an edge rail, the cost of construction appears small. The Boston and Worcester, Boston and Providence, and Eastern roads have each a branch of a few miles, the cost and income of which are included in the sums stated. The Charlestown branch was constructed mainly for the transportation of ice, but the winter of 1841-2 being unusually open, that business almost entirely failed. Besides these railroads, there is the Quincy railroad, of a few miles in length, used for the transportation of granite from the quarries to water carriage; and the West Stockbridge, about two and a half miles in length, being an extension of the Hudson and Berkshire road. The Fitchburg railroad, now in the course of construction, which, with the Charlestown branch, will continue the railroad about forty-five miles towards Vermont. These roads are all the property of private companies, except the Western, in which the state owns one-third of the stock. The state, however, has loaned its stock as scrip, to several of these corporations, and taken a mortgage as security. The railroads in Massachusetts are all well constructed.

The Berkshire road was built, in part, by contract, and has been leased to the Housatonic Company. The Charlestown Branch corporation have entered into a contract with the Fitchburg corporation, which is now constructing a railroad to Fitchburg. A charter is about being granted to extend this road to Brattleborough, Vermont, and thence through that state to Lake Champlain.

Two bills are before the legislature of Massachusetts for the incorporation of railroad companies. The route of one is from Athol, through Greenfield, to Brattleborough.

TABLE, showing the Lengths of Railways radiating from, and in connexion with, the City of Boston.

	Miles.
From Boston, <i>via</i> Albany, to Buffalo	518
" " Portsmouth, to Portland, Maine	104
" " Lowell, Nashua, and Concord	62
" " to Providence, Rhode Island	41
From Providence to Stonington	47
Branch from Andover to Haverhill	25½
Dedham Branch	2
Taunton Branch, and extension to New Bedford	35
Bedford and Fall River	13
Norwich and Worcester	58½
New Haven to Hartford, 36, and extension to Springfield 24 miles, not completed	60
West Stockbridge to Bridgeport	98
West Stockbridge to Hudson	33
Troy and Schenectady	22
Troy to Ballston	20
Schenectady and Saratoga	21½
Lockport, Niagara Falls, and Buffalo	43

Total number of Miles 1208½

REVENUE, EXPENDITURE, PUBLIC CREDIT, AND DEBT, OF MASSACHUSETTS.

The government and citizens of Massachusetts have at all times maintained the public credit of the state, and honourably and faithfully fulfilled its engagements. Massachusetts may be said to have no state debt. A trifling obligation exists of about 170,000 dollars, which arose from extraordinary expenditures, incurred by the state during the last ten or eleven years : such as revising her statutes, building a new state prison, and a state lunatic hospital ; but the ordinary revenue of the state will soon pay it.

"Massachusetts has loaned her credit, in the form of scrip, to the Norwich and Worcester, Eastern, and Boston and Maine railroad companies, to the amount of 1,050,000 dollars, and as security has a mortgage upon each of these roads, with their appurtenances, which have cost the companies more than 3,350,000 dollars. If these companies should fail to redeem the scrip when it shall fall due, the commonwealth would come in possession of a property worth at least three times as much as it would have cost her. There surely can be nothing in this which can impair her credit, or create alarm.

"Besides this, the state has lent 4,000,000 dollars of scrip to the Western railroad corporation, and as security has taken a mortgage on the road and all the property of the corporation, which cost, as we have seen already, 7,566,000 dollars. And besides, the statute granting the scrip requires that all which is realised in its sale above its par value, together with 1 per cent on the amount of the scrip, shall, by the corporation, be set apart annually for a sinking fund, with which to redeem, or to aid in the redemption of the scrip, when it becomes due. That fund already amounts to more than 200,000 dollars ; and as it must go on increasing from year to year, it will, in 1870, when the scrip is redeemable, be nearly sufficient of itself to discharge the debt the corporation owes to the state. With this fund in its own keeping, and a mortgage upon a property costing nearly twice as much as the amount of the scrip loaned, the state is perfectly secure.

"The state is also indebted to the amount of 600,000 dollars for scrip issued to pay the assessments on its own shares of the stock of the Western railroad, and to purchase Charles' River bridge. So far as the scrip to purchase Charles' River bridge is concerned, the state can remunerate itself in the space of two years, at any time, by tolls upon that bridge and Warren bridge ; and to redeem the scrip issued to pay her assessments on her railroad stock, she has the income of one-third of the road, and more than two millions of acres of land in the state of Maine.

"Direct taxation has become almost an *obsolete* idea in Massachusetts. Such has been the prosperous state of her finances, that for the last twenty years she has imposed upon

the people only three small state taxes, the aggregate amount of which is less than one-sixth of the sum she imposed upon herself in 1782, when her resources were nothing compared with what they are at present. Nor have we alluded to the sums due and appropriated by the general government, growing out of the late treaty, and the sales of the public lands; for Massachusetts has resources of her own amply sufficient to meet all her liabilities. Let her impose, annually, a tax equal in amount to the average tax paid from the adoption of her constitution up to 1824, and she could meet all her liabilities from that source alone, if the security which she holds should, by any possibility, prove worthless. The valuation of the state, as fixed in 1841, shows the amount of taxable property to be 299,878,300 dollars, being nearly one-third more than it was in 1831. With such an amount of taxable property, with the security she holds, with the business, enterprise, and industry of her people, and, above all, with their high character for punctuality, and the sacredness with which they have ever regarded plighted faith in contracts, it would be idle, nay, it would be madness, to countenance the idea for a moment, that she would suffer her scrip to be dishonoured, or even her credit to be suspected. Sharp-sighted capitalists, who are generally the best judges in such cases, have always preferred the stock of Massachusetts to that of any other state. In fact, while the stocks of some of the states have been selling at ruinous discounts, the stock of this state has generally commanded its par value, and has frequently sold at a premium.

"There is another view to be taken of this state, which, although it cannot be classed with her resources, shows her importance in the union. She furnishes one of the greatest home markets of any state in the union. From the most thorough and extensive inquiry, we have no hesitation in saying, that Massachusetts consumes, of the products of other states in the union, an annual amount of more than 40,000,000 dollars, being equal to one-half of the average of the domestic exports of the United States, if we except manufactured articles. In a national point of view, this is of great importance. Cut off the market of this commonwealth, and the effect would be sensibly felt in most of the states. We would go into this subject in detail, but our limits will not permit."—*Resources of Massachusetts.*

FINANCES, &c., OF THE COMMONWEALTH OF MASSACHUSETTS.

From the Legislative Returns.

	dollars.
Balance in the Treasury, January 1st, 1842	75,040.25
Ordinary Receipts in 1842, exclusive of coin	328,036.58
Auction Tax	54,435.51
Interest on Bank Deposits	1,836.65
Attorney for Suffolk County	1,407.65
Proceeds of Lands in Maine	2,414.72
County Treasurers	850.30
Charles River Bridge	15,237.41
Amount over-allowed and refunded	14.00
Miscellaneous	985.70
Probate Assessments	10,580.45
Total of ordinary receipts	415,798.97
The expenditure in 1842 for ordinary purposes were	490,845.22
	351,550.87
	139,294.35
State Scrip redeemed in 1842	94,137.00
Cash on hand for Charles River Bridge	3,504.66
	97,641.66
Cash on hand for ordinary purposes, January 1st, 1843	41,652.69

Indebtedness of the Commonwealth, January 1st, 1843.

Funded Debt of 1839	dollars.	7,649.00
1842	166,543.08	
Charles River Bridge Debt	25,000.00	
Western Railroad Assessments	1,015,548.58	
Total for all purposes	dollars.	1,214,740.66
Credit of the State loaned to Railroads		5,050,000.00
Total liabilities of the State		6,264,740.66

Principal Expenditure in 1843.

Pay of the Council, Senate, and Representatives	dollars.	64,132.00
Salaries established by law		72,848.35
Balances to County Treasurers		22,793.59
Militia Services		25,241.00
Support of Paupers, Military and other Accounts		51,991.37
Interest on State Stock		16,630.85
Interest on Scrip to Western Railroad		27,525.00
Miscellaneous		11,335.10
State Printing		8,090.02

INSURANCE COMPANIES IN MASSACHUSETTS.

According to the several returns by order of the house of representatives, there were in February, 1836, twenty-seven offices in Boston, and eighteen out of Boston. Total, forty-six offices; with an aggregate capital of 9,225,000 dollars. The average annual dividends were 9 3-5 per cent.

On the 1st of December, 1837, there were twenty-nine offices in Boston, and nineteen out of Boston. Total, forty-eight offices; with a capital of 9,415,000 dollars.

On the 1st of December, 1838, there were twenty-four offices in Boston, and nineteen out of Boston. Total, forty-three offices; with a capital of 8,316,000 dollars.

ABSTRACT of the Annual Returns of the several Insurance Companies in the Commonwealth of Massachusetts, showing the state of said Corporations on the 1st day of December, 1840. Compiled from the Report of the Secretary of State.

NAMES.	Capital.	At Risk. Marine.	At Risk. Fire.	Average Annual Dividends for Five preceding Years, or since Incorporated.	Amount of Fire Losses paid the last year.		Amount of Ma- rine Losses paid the last year.	
					dollars.	cts.	dollars.	cts.
BOSTON.	dollars.	dollars.	dollars.		dollars.	cts.	dollars.	cts.
American	300,000	2,372,508	2,611,832	10	54,804	26	70,650	88
Atlantic	250,000	1,348,964	....	4 5-5	....	....	25,995	90
Atlas	135,000	233,550	120,420	4 3-5	....	....	38,431	38
Boston	300,000	1,485,684	....	11	....	....	79,818	26
Boylston, Fire and Marine	300,000	233,946	1,622,174	7	862	09	2,902	92
Firemen's	300,000	....	7,353,857	3 2-5	32,928	90	....	....
Fishing	100,000	482,469	....	3 1-2	....	....	47,061	38
Franklin	300,000	1,420,536	2,070,327	8	53,592	88	67,523	19
Hope	200,000	704,103	....	5 40-100	....	....	34,032	41
Manufacturers	300,000	2,024,440	11,182,011	12 2 5	80,640	15	27,781	69
Mass. Fire and Marine	300,000	171,057	1,198,328	6 1-2	50	00	3,982	83
Mercantile Marine	300,000	1,868,240	....	4	....	....	51,688	63
Merchants'	500,000	6,002,537	12,550,708	25 40-100	81,101	72	147,889	90
National	500,000	4,275,807	6,907,912	9 2-5	52,257	14	138,698	51
Neptune	200,000	4,232,378	1,184,074	6 4-5	10,180	16	119,511	08
N. E. Marine	300,000	1,564,781	....	6	....	....	90,237	90
Ocean	200,000	2,008,777	1,340,040	12 4-5	3,117	11	228,278	50
Suffolk	225,000	886,852	....	8 1-5	....	....	27,016	00
Tremont	200,000	2,528,007	1,207,886	10	3,000	00	97,878	77
United States	200,000	1,430,075	330,122	6	2,000	00	68,588	00
Warren	100,000	612,470	....	3 4-5	....	....	48,329	05
Washington	200,000	1,331,365	....	10 1-5	....	....	36,106	96
Offices in Boston	5,710,000	38,278,737	49,839,951		375,144	41	1,441,814	05

(continued)

• NAMES.	Capital.	At Risk. Marine.	At Risk. Fire.	Average Annual Dividends for Five preceding Years, or since Incorporated.	Amount of Fire Losses paid the last year.	Amount of Ma- rine Losses paid the last year.
GLOUCESTER.	dollars.	dollars. cts.	dollars.		dollars. cts.	dollars. cts.
Gloucester	50,000	71,109 00	....	5 2-5 per cent.	....	9,493 42
LYNN.						
Lynn Mec. F. and M.	50,000	42,752 00	66,250	17 1-5 do.	....	3,456 47
Union Fire and Marine.	50,000	16,843 00	18,000	2 2-5 do.	....	171 28
MARBLEHEAD.						
Marblehead Marine	100,000	314,640 00	....	9 do.	....	8,081 41
NEWBURYPORT.						
Essex Marine	50,000	224,229 00	48,460	for 20 months. 6 do.	....	19,296 21
SALEM.						
Essex	100,000	653,664 00	265,500	6 18-100 do.	....	17,656 73
Oriental	200,000	088,115 00	....	8 4-5 do.	....	14,318 69
Salem Commercial	200,000	780,532 00	....	8 4-5 do.	....	4,256 45
Union Marine	100,000	289,900 00	....	8 do.	....	15,705 30
SPRINGFIELD.						
Springfield Fire	100,000	....	1,750,535	13 1-5 do.	6,170 00	....
FAIRHAVEN.						
Fairhaven	100,000	716,076 00	....	10 4-5 do.	....	8,964 30
NEW BEDFORD.						
Bedford Commercial	150,000	2,556,824 00	....	17 4-5 do.	....	25,775 00
Mechanics	100,000	2,109,848 00	....	18 do.	....	31,292 68
Merchants	100,000	1,880,325 50	....	11 8-10 do.	....	39,337 02
Pacific	100,000	1,420,593 00	....	10 do.	....	4,894 71
PLYMOUTH.						
Old Colony	50,000	131,370 83	....	8 1-2 do.	....	11,625 45
PROVINCETOWN.						
Fishing	40,000	26,781 00	....	5 do.	....	1,131 00
Union	50,000	22,181 00	....	....	....	....
NANTUCKET.						
Commercial	75,000	400,287 00	....	8 do.	....	253 50
19 Offices out of Boston	1,785,000	12,353,140 33	2,158,645	....	6,170 00	219,409 53
22 " in "	5,710,000	38,278,757	49,839,951	....	375,144 41	1,441,844 05
41 Total	7,475,000	50,631,897 33	51,998,596	....	381,314 41	1,661,253 58

Amount of insurance capital in Massachusetts	dollars. cts.
Ditto invested in United States Stock and Treasury Notes	7,475,000 00
Ditto, ditto in Massachusetts Bank Stocks	5,000 00
Ditto, ditto in State Stock	4,937,301 75
Ditto of loans on bottomry and respondentia	118,107 50
Ditto invested in real estate	276,220 31
Ditto secured by mortgage on the same	661,549 00
Ditto of loans on collateral and personal security	962,657 13
Ditto of loans on personal security only	905,241 42
Ditto of cash on hand	189,639 38
Ditto reserved in contingent funds	199,184 91
Ditto invested in railroad stock	583,168 43
Ditto of losses ascertained and unpaid	150,585 08
Ditto of estimated losses exclusive of such as are returned as ascertained and unpaid	153,156 04
Ditto of premium notes on risks terminated	261,085 00
Ditto ditto not terminated	747,471 14
Total amount of premium notes	1,323,240 00
Amount of notes considered bad or doubtful, not charged to profit and loss	2,506,824 51
Ditto of marine risks	59,232 29
Ditto of fire risks	50,631,877 33
Ditto of premiums on fire risks undetermined	51,998,596 00
Ditto of capital stock pledged to the companies	349,339 39
Ditto of fire losses paid the last year	112,120 00
Ditto of marine losses paid the last year	381,314 41
	1,661,253 58

**PREMIUM CREDITS IN BOSTON, ON MARINE RISKS, FROM AND AFTER THE
9TH DAY OF MARCH, 1840.**

All credits shall commence at the date of the policy.

All premium notes shall be considered due on the expiration of the credit expressed in the note, and if not then paid, interest shall be exacted from that time till paid.

	To.	From.	To and from.
	months.	months.	months.
All voyages round Cape of Good Hope or Cape Horn.....	14	7	16
Or two months after the termination of the risk, the election to be made by the assured at the date of the policy.		•	
To east coast of South America, between the equator and Cape Horn, or west coast of Africa to Cape of Good Hope, inclusive.....	6	4	8
To Europe.....	6	4	8
To West Indies, Gulf of Mexico, or ports between Gulf of Mexico and River Amazon, inclusive.....	4	3	6
To ports in the United States, north-east of Cape Florida*.....	3	3	4
To the West Indies, Europe, and back to the United States.....			10 months.
From the West Indies to Europe, and back to the United States.....			8 do.
To Brazil, Europe, and back to the United States.....			10 do.
From Brazil to Europe, and back to the United States.....			8 do.
To West Coast of America, China, and back.....	16 months		
To North-West Coast of America, China, and back.....	16 do.		
To North-West Coast of America and China.....	14 do.		
In the Whale Fishery to the Pacific.....	18 do.		
In the Whale Fishery to the Atlantic.....	14 do.		
On time, two months after the termination of the risk.....			or two months after the termination of the risk.
Open policies for vessel or vessels, two months after the termination of the risk.			
Cases not provided for, as parties may agree, the above credits to form the basis of calculation.			
Premiums, of twenty dollars and under, cash, without discount of interest.			

* A gentleman who has been acquainted with the history of the coasting trade between Portsmouth and Boston for fifty years, informs us that in that time there have been but two coasters lost in the business. For the last twenty five years, about ten coasters have plied regularly, making on an average about fifteen trips in the season. Thus we see that the risk, from past experience, is only about 1 to 3000. On this comparative safety, it is not surprising that insurance was not made on the Planter, or on most of her cargo.

The Planter had about 20,000 dollars' worth of merchandise on board, not 1000 dollars' worth of which was insured. With the exception of a quantity of iron and some casks of spirit, the cargo has been so damaged, as to make it almost worthless.

BANKS OF MASSACHUSETTS.

There are about 20,000 persons who are interested as stockholders in the banks of Massachusetts, and it will be difficult to find an individual in the state who is not directly nor indirectly interested in them. There is hardly any thing whose influence is so completely felt in all the ramified relations of society. They in a great degree control the price of all kinds of property and of labour, regulate agriculture, trade, and manufactures, and, in a series of years, show their effects on the progress of civilisation.

The following tables are condensed from the bank returns as published by the secretary of state.

AVERAGE of the last Semi-Annual Dividend per Cent, of the Banks of Massachusetts, for Thirty-two Years, from 1808 to 1839.

Y E A R S.	In Boston.	Out of Boston.	In the State.
	dollars.	dollars.	dollars.
In January, 1808.....	About 3 75	About 3 81½	3 78½
June, 1809.....	3 50	3 62½	3 56½
" 1810.....	3 68½	3 87½	3 78½
" 1811.....	4 00	3 93½	3 96½
" 1812.....	3 62½	3 43½	3 53½
Aggregate for 5 years.....	18 56½	18 68½	18 62½
Aggregate average of the last semi-annual dividends for 5 years.....	3 71½	3 73½	3 72½
Estimated average, per annum, for 5 years.....	.....	.....	7 45
June, 1813.....	3 00	About 2 62½	2 81½
" 1814.....	About 2 75	3 18½	2 96½
" 1815.....	3 37½	2 63½	3 00
" 1816.....	2 81½	3 13½	3 96½
" 1817.....	3 03½	2 87½	2 95 5-16
" 1818.....	3 37½	3 25	3 31½
" 1819.....	3 28½	3 25	3 28 9-16

(continued)

Y E A R S.	In Boston.	Out of Boston.	In the State.
	dollars.	dollars.	dollars.
June, 1820.....	About 2 93 $\frac{1}{2}$	About 3 12 $\frac{1}{2}$	3 03 $\frac{1}{2}$
" 1821.....	2 62 $\frac{1}{2}$	2 87 $\frac{1}{2}$	2 75 $\frac{1}{2}$
" 1822.....	3 00	2 93 $\frac{1}{2}$	3 00 $\frac{1}{2}$
" 1823.....	2 54 $\frac{1}{2}$	2 10 $\frac{1}{2}$	2 93 $\frac{1}{2}$
" 1824.....	2 93 $\frac{1}{2}$	2 93 $\frac{1}{2}$	2 93 $\frac{1}{2}$
" 1825.....	2 87 $\frac{1}{2}$	3 00	2 93 $\frac{1}{2}$
May, 1826.....	2 81 $\frac{1}{2}$	3 25	3 03 $\frac{1}{2}$
" 1827.....	2 92 $\frac{1}{2}$	3 00	2 81 $\frac{1}{2}$
" 1828.....	2 75	3 00	2 87 $\frac{1}{2}$
August, 1829.....	2 87 $\frac{1}{2}$	3 00	2 93 $\frac{1}{2}$
June, 1830.....	2 37 $\frac{1}{2}$	2 68 $\frac{1}{2}$	2 53 $\frac{1}{2}$
October, 1831.....	2 81 $\frac{1}{2}$	3 00	2 93 $\frac{1}{2}$
August, 1832.....	2 93 $\frac{1}{2}$	3 18 $\frac{1}{2}$	3 06 $\frac{1}{2}$
October, 1833.....	3 03 $\frac{1}{2}$	3 18 $\frac{1}{2}$	3 10 15-16
May, 1834.....	3 00	2 93 $\frac{1}{2}$	2 96 $\frac{1}{2}$
" 1835.....	3 00	2 93 $\frac{1}{2}$	2 96 $\frac{1}{2}$
September, 1836.....	3 25	3 00	3 12 $\frac{1}{2}$
October, 1837.....	2 87 $\frac{1}{2}$	2 88 $\frac{1}{2}$	2 64 $\frac{1}{2}$
" 1838.....	2 93	3 02	2 97 $\frac{1}{2}$
November, 1839.....	2 86	3 08	2 97
Aggregate for 27 years.....	79 00 $\frac{1}{2}$	81 16 $\frac{1}{2}$	80 08 13-16
Aggregate average for 27 years..	2 92 13 $\frac{1}{2}$ -216	3 00 67-108	2 96 269-432
Estimated average, per annum, for 27 years.....	.....	.....	5 03 53-216
Aggregate for 5 years.....	18 50 $\frac{1}{2}$	18 68 $\frac{1}{2}$	18 62 $\frac{1}{2}$
Aggregate for 27 years.....	79 00 $\frac{1}{2}$	81 16 $\frac{1}{2}$	80 08 13-16
Aggregate for 32 years.....	97 57 $\frac{1}{2}$	99 85 $\frac{1}{2}$	98 71 5-16
Aggregate average of the last semi-annual dividends in 32 years.....	3 04 233-250	3 12 3-64	3 08 245-512
Estimated average, per annum, for 32 years.....	.....	.....	6 16 245-256

"According to the foregoing table, the average of the last semi-annual dividends of all the banks, for five years, from 1808 to 1812, inclusive, was 3 dollars 72 $\frac{1}{2}$ cts. per cent on the capital stock; since the one-half of one per cent has been semi-annually paid under the name of a bank tax to the state, the average for twenty-seven years, from 1813 to 1839, has been 2 dollars 96 $\frac{1}{2}$ cts.; and during these two periods, embracing thirty-two years, it has been 3 dollars 8 $\frac{1}{2}$ cts., or about 6 dollars 17 cts. per annum.

"It has been estimated that the loss to stockholders in the banks of Massachusetts, in thirty-two years from 1808 to 1839 inclusive, or the amount which it is probable those banks which have wound up, and which are winding up, have failed, or will fail, of paying par on the stock, will be about 2,000,000 dollars,—scarcely a dollar of which loss had occurred till within the years 1837, 1838, 1839, and 1840. If we take from this sum the surplus of interest received over six per cent, which the banks have paid in dividends to stockholders during this time, 925,310 dollars 44 cts., we shall have the sum of 1,074,689 dollars 56 cts. as the remaining loss. This loss will reduce the average dividends during this period about three cts. per annum, on 100 dollars, and make the annual average dividends to have been 5 dollars 97 cts. per cent, half of which has been semi-annually received on the capital stock over and above the loss to stockholders.

"The loss to bill-holders and to depositors, though it may have pressed very heavily on a very few individuals, has not probably exceeded 650,000 dollars in the aggregate, or about one-third of the loss to stockholders. The mass of stockholders have been as innocent of the mismanagement as the confiding bill-holder and depositor. The bill-holder generally has it in his power to dispose of the bills for nearly their par value, and, with the depositor, must be fully paid before the stockholders can receive any thing on their stock.

NUMBER of Banks, the aggregate Capital, Specie, Circulation, Ratio of Specie to the Circulation, Deposits not on Interest, and Ratio of Specie to the Circulation and Deposits, in Boston, for Thirty-seven Years, from 1803 to 1839, inclusive, according to the Bank Returns.

DATES.	Number of Banks.	Capital.	Specie.	Circulation.	Ratio of Specie to Circulation.	Deposits.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803.....	2	1,600,000 00	501,000 00	714,840 00	1 to 1 27	1,179,116 00	1 to 3 37
1804.....	3	3,400,000 00	402,830 00	518 295 00	1 28	825 841 00	3 36
1805.....	3	3,400,000 00	320,426 00	250,394 00	0 76	669,519 00	2 81
1806.....	3	3,400,000 00	391,678 00	304,516 00	0 77	1,386,569 00	4 82
1807.....	3	3,400,000 00	225,090 00	243 518 00	1 07	1,303,375 00	6 80
1808.....	3	3,800,000 00	632,137 16	259,878 00	0 41	2 022,030 96	2 60
1809.....	3	3,800,000 00	399,184 26	646,221 00	1 61	1,549,753 42	5 50
1810.....	3	4,000,000 00	700,606 68	906,578 00	1 29	1 707,713 40	3 73
1811.....	3	4,600,000 00	880,420 45	1,059,318 00	1 27	2,847,747 83	4 71
1812.....	4	5,800,000 00	2,882,110 48	1,079,748 00	0 37	4,146,031 15	1 81
1813.....	4	7,000,000 00	4,569,574 50	1 375,300 00	0 30	5,372,347 68	1 49
1814.....	6	8,725,000 00	5,466,050 06	1 745 752 00	0 31	7,363,866 70	1 66
1815.....	6	9,100,000 00	2,232 353 00	1,518 193 00	0 69	8,090,770 42	2 07
1816.....	6	9,100,000 00	810,027 57	1,112,307 00	1 27	1 674,115 67	3 45
1817.....	6	6,800,000 00	1,031,374 24	1,220,151 00	1 18	2,085,812 25	4 08
1818.....	7	7,049,425 00	597,087 88	1,142,116 00	1 91	2,311,004 66	5 78
1819.....	7	7,350,000 00	740,216 48	1,067,682 00	1 94	2,008,287 12	4 22
1820.....	7	7,350,000 00	790 068 86	1,272 226 00	1 61	2,509,025 11	4 89
1821.....	7	6,550,000 00	2,277,009 69	1,329,111 00	0 58	4,661,501 19	2 58
1822.....	10	7,421,125 00	432,615 73	1,191,971 00	2 75	2 611,571 75	8 70
1823.....	10	8,050,000 00	563,707 01	1,353 892 00	2 68	2,453,090 62	7 55
1824.....	12	8,925,000 00	1,119,828 58	1,796 600 52	1 64	4,413,395 63	5 54
1825.....	14	10,300,000 00	527,789 79	*3,770,536 42	7 02	1,791,018 67	10 53
1826.....	15	11,050,000 00	736,117 56	3,912,650 54	5 35	1,619 533 70	7 59
1827.....	15	11,550,000 00	895,078 83	3,081,664 71	4 11	1,838 891 88	6 18
1828.....	16	12,343,050 00	651,441 91	4,445 599 56	6 79	1,178,801 24	8 59
1829.....	17	12,900,000 00	661 765 81	2,077,601 00	3 14	1,618 127 86	5 58
1830.....	17	12,350,000 00	910 300 63	2,171,417 00	2 38	2,194,230 84	4 79
1831.....	20	13,600,000 00	578,008 05	3 464,275 00	5 99	2,778,768 04	10 80
1832.....	22	15,150,000 00	596 381 85	3,060,129 00	5 13	1,757,623 16	8 07
1833.....	25	16,401,250 00	617 618 14	2 823,617 00	4 30	2,419,544 64	8 09
1834.....	20	17,150,000 00	876,332 70	2,034,451 00	3 34	3,656,627 31	7 52
1835.....	28	18,150,000 00	861,842 82	3,396,884 00	3 68	4,827,380 69	9 54
1836.....	33	20,118 850 00	1,155,803 41	4,260 948 00	3 68	7,136,276 13	9 86
1837.....	34	21,350,000 00	1,129,942 29	4 786 414 00	3 88	6,560,075 89	9 68
1838.....	28	18,450,000 00	1,690,169 59	3,388,658 00	2 00	5 005,966 89	4 96
1839.....	27	18,435,000 61	1,274,266 90	2,502,845 00	1 96	3,059,632 69	4 37
Aggregate....	201	360,519,300 63	41,124,573 75	72,476,462 75	1 76	107,039,125 33	4 36

SUMMARY.

YEARS.	Average No. of Banks.	Average Capital.	Average Specie.	Average Circulation.	Average Ratio of Specie to Circulation.	Average Deposits.	Average Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	3	3,780,000 00	735,316 70 3-10	598,230 10	1 to 0 81	1,784,709 68 1-10	3 24
17 years from 1813 to 1822..	6 3-5	7,644,655 00	1,893,388 77	1,303,518 90	0 68	3,483,270 26	2 12
10 years from 1823 to 1832..	15 4-5	11,021,805 00	718,349 30½	2,976,445 57½	4 14	2,169,318 16 8-10	7 16
7 years from 1833 to 1839..	28 5-7	18,579,385 80 3-7	1,090,575 13 6-7	3,384,788 14 2-7	3 10	4,666,500 32	7 38
37 years from 1803 to 1839..	12 11-37	9,713,764 88 7-37	1,111,474 96 23-37	1,958,823 31 28-37	1 76	2,892,949 33 12-37	4 36

* The circulation in this, and the other tables, includes "bills or notes in circulation, bearing interest," from 1825 to 1828.

NUMBER of Banks, the Aggregate, Capital, Specie, Circulation, Ratio of Specie to the Circulation, Deposits not on Interest, and Ratio of Specie to the Circulation and Deposits, in the Banks out of Boston, for Thirty-seven Years, from 1803 to 1839 inclusive, according to the Bank Returns.

DATES.	Number of Banks.	Capital.	Specie.	Circulation.	Ratio of Specie to Circulation.	Deposits.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803.....	6	625,262 00	518,259 00	850,349 00	1 to 1 64	343,155 00	1 to 2 30
1804.....	10	1,612,887 00	575,072 00	1,177,006 00	2 04	286,278 00	2 54
1805.....	13	2,060,000 00	521,272 00	1,303,430 00	2 49	351,710 00	3 17
1806.....	12	2,085,000 00	567,716 00	1,309,168 00	2 30	449,921 00	3 09
1807.....	13	2,160,000 00	489,093 00	1,238,250 00	2 53	410,503 00	3 37
1808.....	13	2,160,000 00	383,706 70	778,164 00	2 02	526,686 35	3 40
1809.....	13	2,160,000 00	422,757 77	688,727 00	1 62	708,034 79	3 43
1810.....	12	2,083,000 00	647,116 01	1,191,913 00	1 84	754,164 26	3 00
1811.....	12	2,085,000 00	682,171 21	1,296,278 00	1 90	537,073 99	2 68
1812.....	12	2,100,000 00	799,579 79	1,082,610 00	1 35	588,294 85	2 08
1813.....	12	1,895,000 00	1,211,223 49	811,457 00	0 66	1,431,245 74	1 85
1814.....	15	2,325,000 00	1,479,882 96	1,176,859 00	0 79	1,837,851 63	2 03
1815.....	19	2,362,000 00	1,231,887 76	1,192,318 00	0 96	906,624 39	1 75
1816.....	19	2,375,000 00	441,182 88	992 383 00	2 23	459,163 31	3 26
1817.....	20	2,458,050 00	546,079 48	1,275,109 00	2 34	530,981 52	3 30
1818.....	20	2,099,850 00	532,510 39	1,538,361 00	2 88	594,793 27	4 00
1819.....	21	3,024,750 00	458,672 83	1,396,475 00	3 04	516,659 43	4 16
1820.....	21	3,250,000 00	490,783 15	1,342,508 00	2 73	576,977 98	3 91
1821.....	21	3,250,000 00	770,919 49	1,681,351 00	2 18	786,707 01	3 20
1822.....	23	3,400,000 00	513,631 20	1,940,581 00	3 77	624,256 38	4 99
1823.....	24	3,600,000 00	529,588 48	1,775,094 00	3 35	608,968 28	4 61
1824.....	25	3,932,350 00	810,014 14	2,046,041 00	2 49	825,248 85	3 50
1825.....	27	4,235,000 00	511,196 33	2,223,728 31	4 35	924,357 03	6 15
1826.....	40	5,599,996 55	587,702 51	2,462,228 63	4 18	987,201 82	5 86
1827.....	45	6,719,750 00	571,182 25	2,983,658 98	5 22	1,133,291 61	7 20
1828.....	45	6,804,750 00	490,300 80	3,038,265 78	6 17	841,271 42	8 00
1829.....	49	7,520,000 00	325,144 66	2,670,093 50	8 24	927,105 15	11 05
1830.....	46	6,915,000 00	318,053 42	2,952,673 00	8 48	1,380,726 10	12 13
1831.....	50	7,839,800 00	311,951 68	3,275,042 00	12 50	1,623,197 58	17 24
1832.....	61	9,370,200 00	305,823 93	4,062,727 00	13 21	1,141,347 17	17 14
1833.....	77	11,585,000 00	274,691 70	5,065,493 67	18 44	1,296,597 73	23 16
1834.....	77	12,269,150 00	283,963 33	4,715,695 75	16 00	1,253,426 41	21 01
1835.....	77	12,260,000 00	271,601 48	6,034,773 72	21 97	594,885 89	24 18
1836.....	84	14,749,260 00	299,377 00	6,631,301 50	22 18	1,614,240 81	27 65
1837.....	95	16,040,000 00	388 011 53	5,886,704 71	15 17	1,907,122 13	20 08
1838.....	92	16,180,000 00	701,454 65	6,011,854 75	8 53	2,116,675 14	11 53
1839.....	91	16,080,000 00	566,006 03	5,372,477 50	9 31	1,707,777 81	12 50
Aggregate....	1311	207,763,355 55	20,909,231 30	92,470,039 80	4 42	31,398,912 89	6 06

SUMMARY.

YEARS.	Average No. of Banks.	Average Capital.	Average Specie.	Average Circulation.	Average Ratio of Specie to Circulation.	Average Deposits.	Average Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812...	11½	1,010,314 90	560,704 35 7-10	1,091,588 40	1 to 1 94	501,381 12 4-10	1 to 2 84
10 years from 1813 to 1822...	19 1-10	2,606,965 00	567,979 36	1,334,730 20	1 to 76	832,466 06 6-10	2 83
10 years from 1823 to 1832...	41 1-5	6,265,684 65½	483,125 81½	2,848,955 22	5 89	1,053,571 50 7-10	8 07
7 years from 1833 to 1839...	84 5-7	11,267,815 71 3-7	398,733 71 1-7	5,673,900 22 6-7	14 23	1,503,532 27 3-7	18 00
37 years from 1803 to 1839...	35 16-37	5,615,225 82 21-37	565,114 35 5-37	2,439,190 20 18-37	4 42	920,680 53 28-37	6 06

NUMBER of Banks, the aggregate Capital, Specie, Circulation, Ratio of Specie to the Circulation, Deposits not on Interest, and Ratio of Specie to the Circulation and Deposits, in all the Banks of Massachusetts, for Thirty-seven Years, from 1803 to 1839, inclusive, according to the Bank Returns.

DATES.	Number of Banks.	Capital.	Specie.	Circulation.	Ratio of Specie to Circulation.	Deposits.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803.....	7	2,245,262 00	1,079,928 00	1,665,189 00	1 to 1 44	1,522,271 00	1 to 2 85
1804.....	13	5,012,887 00	977,902 00	1,695,301 00	1 to 1 73	1,122,119 00	2 88
1805.....	16	5,460,000 00	847,998 00	1,553,824 00	1 to 1 83	1,021,229 00	3 03
1806.....	15	5,483,000 00	950,394 00	1,613,681 00	1 to 1 68	2,036,490 00	3 80
1807.....	16	5,560,000 00	714,783 00	1,481,777 00	2 to 07	1,713,968 00	4 47
1808.....	16	5,960,000 00	1,015,843 95	1,938,042 00	1 to 02	2,548,777 00	3 83
1809.....	16	6,000,000 00	821,942 03	1,334,948 00	1 to 62	2,311,788 26	4 44
1810.....	15	6,085,000 00	1,317,722 00	2,094,491 00	1 to 55	2,461,877 66	3 38
1811.....	15	6,685,000 00	1,513,060 66	2,355,571 00	1 to 55	3,385,721 82	3 79
1812.....	16	7,960,000 00	3,081,056 27	2,162,358 00	0 to 58	4,734,326 00	1 87
1813.....	16	8,805,000 00	3,780,708 08	2,180,847 00	0 to 37	6,063,593 42	1 87
1814.....	21	11,050,000 00	6,046,542 62	2,922,611 00	0 to 42	9,201,718 33	1 74
1815.....	25	11,402,000 00	3,404,241 21	2,740,511 00	0 to 79	4,057,394 81	1 96
1816.....	25	11,415,000 00	1,260,210 45	2,134,060 00	1 to 03	2,133,278 81	3 38
1817.....	26	12,398,050 00	1,577,453 69	2,195,260 00	1 to 70	3,520,793 77	3 81
1818.....	27	17,429,275 00	1,199,598 27	2,649,477 00	2 to 18	2,005,797 03	4 04
1819.....	28	19,374,750 00	1,194,880 31	2,464,057 00	2 to 05	2,574,340 60	4 20
1820.....	28	19,000,000 00	1,280,852 01	2,614,734 00	2 to 04	3,176,003 69	4 52
1821.....	28	9,800,000 00	3,048,820 00	3,010,702 00	0 to 98	5,448,008 20	2 77
1822.....	33	10,821,125 00	946,260 93	3,132,552 00	3 to 31	3,235,828 13	6 72
1823.....	34	11,050,000 00	1,033,375 47	3,128,086 00	3 to 02	3,122,058 00	6 04
1824.....	37	12,855,350 00	1,039,842 72	3,842,641 52	1 to 98	5,278,044 48	4 68
1825.....	41	14,535,000 00	1,038,986 12	5,994,264 73	5 to 76	2,715,375 70	8 38
1826.....	55	16,644,906 55	1,323,820 07	6,404,879 17	4 to 83	2,636,735 52	6 62
1827.....	60	18,269,750 00	1,406,261 08	6,065,323 60	4 to 51	2,991,883 49	6 58
1828.....	61	19,337,900 00	1,144,645 71	7,483,865 34	6 to 36	2,063,072 60	8 34
1829.....	66	20,120,000 00	987,210 47	4,747,784 50	4 to 81	2,545,233 01	7 38
1830.....	63	19,295,000 00	1,258,414 05	5,124,000 00	4 to 07	3,574,937 04	6 91
1831.....	70	21,430,800 00	919,959 73	7,739,317 00	8 to 41	4,401,955 62	13 19
1832.....	83	21,520,200 00	902,205 78	7,122,856 00	7 to 89	2,938,970 33	11 15
1833.....	102	28,230,250 00	922,309 84	7,889,110 67	8 to 55	3,716,182 37	12 57
1834.....	103	29,409,150 00	1,160,206 09	7,650,116 75	6 to 59	4,910,053 72	10 82
1835.....	105	30,410,000 00	1,130,413 30	9,430,357 72	8 to 29	5,422,266 58	13 06
1836.....	117	34,478,110 00	1,155,230 47	10,892,219 56	7 to 48	8,784,516 94	13 52
1837.....	129	38,280,000 00	1,517,081 02	10,273,118 71	6 to 76	8,167,108 02	12 34
1838.....	120	34,630,000 00	2,394,024 24	9,460,512 75	3 to 92	7,122,642 03	6 90
1839.....	118	34,485,000 00	1,838,272 99	7,875,322 50	3 to 28	4,767,410 50	6 87
Aggregate.....	1766	569,422,630 18	62,033,806 50	165,946,502 55	2 to 07	141,438,038 22	4 93

SUMMARY.

YEARS.	Average No. of Banks.	Average Capital.	Average Specie.	Average Circulation.	Average Ratio of Specie to Circulation.	Average Deposits.	Average Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	14½	5,099,314 00	1,296,024 06	1,689,918 50	1 to 1 3	2,286,150 80½	1 to 3 06
10 years from 1813 to 1822..	25 7-10	10,862,520 00	2,663,368 27½	2,638,240 10	0 to 90	4,315,736 32 6-10	2 64
10 years from 1823 to 1832..	57	17,897,489 63½	1,201,475 12	5,825,400 79½	4 to 84	3,222,889 07½	7 53
7 years from 1833 to 1839..	113 3-7	32,847,058 66 1-7	1,489,308 85	9,410,818 37 1-7	6 to 08	6,170,038 59 3-7	10 22
37 years from 1803 to 1839..	47 27-37	15,339,801 51 31-37	1,676,589 36 18-37	4,485,042 00 35-37	2 to 67	3,822,649 68 6-37	4 93

AGGREGATE of Circulation and Deposits.

AGGREGATE OF CIRCULATION.				AGGREGATE OF DEPOSITS.		
YEARS.	In Boston.	Out of Boston.	Total Circulation.	In Boston.	Out of Boston.	Total Deposits.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803 to 1812	5,983,301 00	10,915,881 00	16,899,185 00	17,847,690 81	5,613,811 24	22,861,508 05
1813 to 1822	13,035,189 00	13,347,302 00	26,382,491 00	34,832,702 00	8,224,000 66	43,157,363 26
1823 to 1832	29,764,455 75	28,489,552 20	58,254,007 95	21,693,181 08	10,635,715 07	32,228,896 75
1833 to 1839	23,693,517 00	39,717,301 60	63,410,818 60	32,665,544 24	10,824,725 92	43,190,270 16
1803 to 1839	72,476,462 75	82,470,039 80	164,946,502 55	107,039,125 33	34,308,612 80	141,438,038 22

AGGREGATE of Circulation and Deposits.

1803 to 1812	39,760,693 05
1813 to 1822	69,539,854 26
1823 to 1832	90,482,904 70
1833 to 1839	106,601,088 76
1803 to 1839	306,384,540 77

AGGREGATE of Circulation and Deposits.

BOSTON.			COUNTRY.		TOTAL.	Total of Circulation and Deposits.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
	Cir. 5,983,301 00	+	10,915,884 00	-	16,899,185 00	
	Dep. 17,847,096 81	+	5,013,811 24	-	22,861,508 05	
1803 to 1812		23,830,097 81		15,920,695 24		39,760,693 05
	Cir. 13,035,189 00	+	13,347,302 00	=	26,382,491 00	
	Dep. 24,832,702 60	+	8,324,660 66	=	43,157,363 26	
1813 to 1822		47,867,891 60		21,671,302 66		69,539,854 26
	Cir. 29,764,455 75	+	28,489,592 20	=	58,254,007 95	
	Dep. 21,693,181 68	+	10,545,715 07	=	32,228,896 75	
1823 to 1832		51,457,637 43		39,025,267 27		90,482,904 70
	Cir. 23,693,517 00	+	39,717,301 60	=	63,410,818 60	
	Dep. 32,665,544 24	+	10,524,725 92	=	43,190,270 16	
1833 to 1839		50,350,061 24		50,242,027 52		106,601,088 76
1803 to 1839		179,515,588 08		126,868,952 60		306,384,540 77

RATIO of the Specie to the Bills in Circulation, and to the sum of the Circulation and Deposits, in the Boston Banks, in the Banks out of Boston, and in all the Banks of Massachusetts, from 1803 to 1839, prepared from Official Returns.

DATES.	BANKS IN BOSTON.			BANKS OUT OF BOSTON.			BANKS IN THE STATE.		
	Number of Banks.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Number of Banks.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Number of Banks.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.
		dollars.	dollars.		dollars.	dollars.		dollars.	dollars.
1803....	2	1 to 1 27	1 to 3 37	5	1 to 1 61	1 to 2 30	7	1 to 1 41	1 to 2 85
1804....	3	1 28	3 36	10	2 04	2 54	13	1 73	2 88
1805....	3	0 76	2 81	13	2 49	3 17	16	1 83	3 03
1806....	3	0 77	4 82	12	2 30	3 09	15	1 68	3 80
1807....	3	1 07	6 80	13	2 53	3 37	16	2 07	4 47
1808....	3	0 41	3 60	13	2 02	3 40	16	1 02	3 53
1809....	3	1 61	5 50	13	1 62	3 43	16	1 02	4 44
1810....	3	1 20	3 73	12	1 84	3 00	15	1 55	3 38
1811....	3	1 27	4 71	12	1 90	2 68	15	1 55	3 79
1812....	4	0 37	1 81	12	1 35	2 08	16	0 58	1 87
1813....	4	0 30	1 40	12	0 66	1 85	16	0 37	1 57
1814....	6	0 31	1 66	15	0 79	2 03	21	0 42	1 74
1815....	6	0 60	2 67	19	0 96	1 75	25	0 79	1 95
1816....	6	1 27	3 45	19	2 23	3 26	21	1 60	3 38
1817....	6	1 18	4 08	20	2 58	3 30	26	1 70	3 81
1818....	7	1 91	5 78	20	2 88	4 00	27	2 18	4 94
1819....	7	1 44	4 22	21	3 04	4 16	28	2 05	4 20
1820....	7	1 61	4 80	21	2 73	3 91	28	2 04	4 52
1821....	7	0 58	2 58	21	2 18	3 20	28	0 98	2 77
1822....	10	2 75	8 70	23	3 77	4 90	33	3 31	6 72
1823....	10	2 68	7 55	24	3 35	4 61	34	3 02	6 04
1824....	12	1 64	5 54	25	3 49	3 50	37	1 98	4 08
1825....	14	7 02	10 53	27	4 35	6 15	41	5 76	8 38
1826....	15	5 36	7 80	40	4 18	5 86	55	4 83	6 82
1827....	15	4 11	6 18	45	5 22	7 20	60	4 54	6 58
1828....	10	6 79	8 69	45	6 17	8 00	61	6 36	8 34
1829....	17	3 13	5 58	49	8 24	11 05	66	4 81	7 68
1830....	17	2 38	4 79	46	8 48	12 13	63	4 07	6 91
1831....	20	5 90	10 80	50	12 50	17 24	70	8 41	13 19
1832....	22	5 13	8 07	61	13 21	17 14	83	7 80	11 15
1833....	25	4 30	8 09	77	18 44	23 16	102	8 55	12 57
1834....	26	3 84	7 52	77	16 00	21 01	103	6 59	10 82
1835....	26	3 68	9 54	77	21 07	24 13	105	8 29	13 00
1836....	28	3 68	9 86	84	22 18	27 65	117	7 48	13 52
1837....	24	3 88	9 68	95	15 17	20 08	129	6 76	12 34
1838....	28	2 00	4 36	92	8 53	11 53	120	3 92	6 90
1839....	27	1 06	4 37	91	9 31	12 60	118	5 28	6 87

AVERAGE Ratio of the Specie to the Circulation, and to the Circulation and Deposits, in all the Banks of Massachusetts; in the Bank of England, according to the Quarterly Returns in March, June, September, and December (the Ratio in 1838 embracing only the first three quarters); and in all the Banks in the United States, nearest to the 1st of January following the years in the first column, as the condition of these last is made up from the most recent returns of the 1st of January.

BANKS OF MASSACHUSETTS.			BANK OF ENGLAND.		BANKS IN THE UNITED STATES.		
Returns in	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.	Returns in	Ratio of Specie to Circulation.	Ratio of Specie to Circulation and Deposits.
	dollars.	dollars.	dollars.	dollars.		dollars.	dollars.
1810...	1 to 1 55	1 to 3 38	1 to 6 73	1 to 10 73	1811....	1 to 1 82	
1814...	0 42	1 74	12 50	19 26	1815....	2 67	
1816...	0 79	1 06	9 86	14 80	1816....	3 57	
1819...	2 06	4 20	6 43	8 09	1820....	2 26	1 to 4 07
1820...	4 81	7 38	2 89	4 21	1830....	2 77	5 28
1834...	6 59	10 82	2 30	4 04	1835....	2 35	4 25
1835...	8 29	13 06	2 21	4 66	1836....	3 50	6 38
1836...	7 48	13 02	2 79	5 02	1837....	3 67	7 29
1837...	6 70	12 34	3 13	5 07	1838....	3 28	6 06
1838...	3 92	6 00	1 95	3 04			

On the 7th of May, 1838, the specie to the circulation, in all the banks in the United States, was as 1 dollar to 3 dollars 8 cents, and to the circulation and deposits, as 1 dollar to 5 dollars 80 cents.

TABLES showing the Ratios of the Population to the Bank Capital, and to the Bank Circulation in Massachusetts.

1 IN BOSTON.

DATES.	Population.	Number of Banks.	Capital.	Ratio of Population to Capital.	Circulation.	Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
1803.....	27,430	2	1,600,000 00	1 to 58 33	714,430 00	1 to 26 06
1804.....	28,262	3	3,400,000 00	120 30	518,295 00	18 33
1805.....	29,093	3	3,400,000 00	116 86	250,394 00	8 60
1806.....	29,924	3	3,400,000 00	113 62	304,516 00	10 17
1807.....	30,756	3	3,100,000 00	110 54	243,518 00	7 91
1808.....	31,587	3	3,800,000 00	120 30	259,878 00	8 22
1809.....	32,419	3	3,800,000 00	117 21	646,221 00	19 53
1810.....	33,250	3	4,600,000 00	138 31	906,578 00	27 26
1811.....	34,081	3	4,600,000 00	134 28	1,059,313 00	30 92
1812.....	35,060	4	5,800,000 00	164 49	1,079,748 00	30 62
1813.....	36,050	4	7,000,000 00	193 02	1,365,380 00	37 92
1814.....	37,069	6	8,725,000 00	231 10	1,745,782 00	46 84
1815.....	38,274	6	9,100,000 00	237 75	1,548,198 00	40 43
1816.....	39,279	6	9,100,000 00	231 67	1,142,307 00	29 09
1817.....	40,284	6	6,800,000 00	168 80	1,220,151 00	30 28
1818.....	41,288	7	7,040,425 00	170 73	1,142,116 00	27 66
1819.....	42,293	7	7,350,000 00	171 42	1,067,682 00	25 50
1820.....	43,298	7	7,350,000 00	169 75	1,272,226 00	29 38
1821.....	44,298	7	6,550,000 00	141 48	1,329,411 00	28 71
1822.....	45,291	10	7,421,125 00	150 55	1,191,071 00	24 10
1823.....	46,288	10	8,050,000 00	153 95	1,353,892 00	25 87
1824.....	47,284	12	8,025,000 00	161 43	1,796,600 00	32 49
1825.....	48,281	14	10,300,000 00	176 72	3,770,336 42	64 69
1826.....	49,276	15	11,050,000 00	187 59	3,912,650 54	66 93
1827.....	50,275	15	11,550,000 00	194 03	3,681,664 71	61 86
1828.....	51,271	16	12,813,050 00	205 21	4,443,599 56	73 91
1829.....	52,269	17	12,900,000 00	212 27	2,077,691 00	34 19
1830.....	53,262	17	12,350,000 00	201 16	2,171,417 00	35 30
1831.....	54,254	20	13,600,000 00	209 26	3,164,275 00	53 43
1832.....	55,246	22	15,150,000 00	211 89	3,060,120 00	44 81
1833.....	56,238	25	10,391,250 00	228 69	2,823,617 00	39 37
1834.....	57,230	26	17,150,000 00	228 16	2,934,451 00	39 04
1835.....	58,222	28	18,150,000 00	230 90	3,396,584 00	43 21
1836.....	59,214	33	20,118,850 00	253 18	4,260,948 00	53 62
1837.....	60,206	34	21,350,000 00	265 79	4,386,414 00	54 60
1838.....	61,198	36	18,150,000 00	237 25	3,398,686 00	41 73
1839.....	62,190	27	18,435,000 63	224 60	2,502,845 00	30 50
Aggregate.....	1,874,273	201	360,519,300 63	192 53	72,476,462 75	38 60

SUMMARY.

YEARS.	Average Population.	Average Number of Banks.	Average Capital.	Average Ratio of Population to Capital.	Average Circulation.	Average Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	31,223 1-2	3	3,780,000 00	1 to 12 06	508,330 10	1 to 19 16
10 years from 1813 to 1822..	41,383 3-5	6 3-5	7,544,555 00	141 72	1,303,518 90	31 49
10 years from 1823 to 1832..	59,989 9-10	15 4-5	11,621,805 00	193 79	2,976,445 57 1-2	49 63
7 years from 1833 to 1839..	78,357 4-7	28 5-7	18,579,383 80 3-7	237 11	3,384,788 14 2-7	43 19
37 years from 1803 to 1839..	50,656 1-37	12 11-37	9,743,764 88 7-37	192 35	1,958,823 31 28-37	38 66

II. OUT OF BOSTON.

DATES.	Population.	Number of Banks.	Capital.	Ratio of Population to Capital.	Circulation.	Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
1803.....	410,482	5	625,262 00	1 to 1 52	859,310 00	1 to 2 07
1804.....	414,499	10	1,612,887 00	3 89	1,177,006 00	2 83
1805.....	418,547	13	2,060,000 00	3 91	1,303,430 00	3 11
1806.....	422,956	12	2,085,000 00	4 93	1,309,108 00	3 09
1807.....	426,644	13	2,160,000 00	5 06	1,238,250 00	2 90
1808.....	430,093	13	2,160,000 00	5 01	778,164 00	1 80
1809.....	434,742	13	2,160,000 00	4 96	688,727 00	1 68
1810.....	438,790	12	2,085,000 00	4 75	1,191,913 00	2 71
1811.....	442,909	12	2,085,000 00	4 73	1,206,258 00	2 92
1812.....	447,028	12	2,160,000 00	4 83	1,082,610 00	2 42
1813.....	451,147	12	1,895,000 00	4 20	811,457 00	1 79
1814.....	455,266	15	2,325,000 00	5 10	1,176,839 00	2 58
1815.....	459,384	19	2,362,000 00	5 14	1,192,318 00	2 59
1816.....	463,503	19	2,375,000 00	5 12	892,383 00	2 14
1817.....	467,622	20	2,498,030 00	5 34	1,275,100 00	2 72
1818.....	471,740	20	2,699,850 00	5 72	1,534,361 00	3 26
1819.....	475,859	21	3,021,750 00	6 35	1,390,375 00	2 93
1820.....	479,978	21	3,250,000 00	6 77	1,342,508 00	2 79
1821.....	485,701	21	3,250,000 00	6 60	1,681,351 00	3 46
1822.....	491,420	23	3,400,000 00	6 91	1,040,581 00	3 94
1823.....	497,135	24	3,600,000 00	7 24	1,775,094 00	3 57
1824.....	502,851	25	3,932,350 00	7 82	2,046,041 00	4 06
1825.....	508,566	27	4,245,000 00	8 32	2,223,728 31	4 37
1826.....	516,656	40	5,599,096 55	10 83	2,462,228 03	4 76
1827.....	524,746	45	6,710,750 00	12 80	2,983,668 98	5 68
1828.....	532,836	45	6,994,750 00	13 12	3,038,265 78	5 70
1829.....	540,926	40	7,520,000 00	13 90	2,670,093 50	4 93
1830.....	549,016	46	6,945,000 00	12 64	2,952,673 00	5 37
1831.....	558,562	50	7,839,800 00	14 03	4,275,042 00	7 05
1832.....	568,110	61	9,370,200 00	16 49	4,062,727 00	7 15
1833.....	577,657	77	11,845,000 00	20 49	5,065,493 67	8 76
1834.....	586,204	77	12,259,450 00	20 87	4,715,695 75	8 03
1835.....	595,750	77	12,200,000 00	20 54	6,033,773 72	10 11
1836.....	604,878	84	14,359,260 00	23 58	6,631,301 50	10 89
1837.....	621,006	95	16,930,000 00	27 26	5,886,704 71	9 47
1838.....	633,134	92	16,180,000 00	25 55	6,011,454 75	9 40
1839.....	645,262	91	16,050,000 00	24 87	5,372,477 50	8 32
Aggregate.....	18,557,866	1311	207,763,355 55	11 19	92,470,039 80	4 98

SUMMARY.

YEARS.	Average Population.	Average Number of Banks.	Average Capital.	Average Ratio of Population to Capital.	Average Circulation.	Average Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	429,090	11 1-2	1,019,314 00	1 to 4 47	1,091,588 40	1 to 2 54
10 years from 1813 to 1822..	470,167	19 1-10	2,066,065 00	5 54	1,334,780 20	2 83
10 years from 1823 to 1832..	529,540 1-2	41 1-5	6,265,684 65 1-2	11 82	2,848,955 22	5 37
7 years from 1833 to 1839..	609,984 3-7	84 5-7	14,267,672 85 5-7	23 39	5,673,900 22 6-7	9 30
37 years from 1803 to 1839..	501,564 18-37	35 16-37	5,615,225 82 21-37	11 19	2,499,190 26 18-37	4 98

III. IN THE STATE.

DATES.	Population.	Number of Banks.	Capital.	Ratio of Population to Capital.	Circulation.	Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
1803.....	437,892	7	2,225,262 00	1 to 5. 08	1,565,189 00	1 to 2 57
1804.....	442,701	13	3,012,887 00	1. 22	1,095,301 00	2 82
1805.....	447,640	16	5,460,000 00	11 97	1,533,824 00	2 47
1806.....	452,520	15	5,483,000 00	12 12	1,613,684 00	2 56
1807.....	457,400	16	5,500,000 00	12 15	1,481,777 00	3 23
1808.....	462,280	16	5,966,000 00	12 89	1,038,042 00	2 24
1809.....	467,160	16	5,900,000 00	12 75	1,334,948 00	2 85
1810.....	472,040	15	5,685,000 00	12 04	2,098,491 00	4 44
1811.....	477,164	15	6,085,000 00	14 00	2,355,571 00	4 93
1812.....	482,288	16	7,900,000 00	16 50	2,162,358 00	4 48
1813.....	487,412	16	8,895,000 00	18 24	2,168,837 00	4 44
1814.....	492,537	21	11,050,000 00	22 43	2,922,611 00	5 93
1815.....	497,662	25	11,462,000 00	23 03	2,740,511 00	5 50
1816.....	502,787	25	11,475,000 00	22 82	2,134,690 00	4 24
1817.....	507,912	26	9,298,050 00	18 30	2,405,260 00	4 51
1818.....	513,037	27	9,749,275 00	19 00	2,640,477 00	5 22
1819.....	518,162	28	10,374,750 00	20 02	2,464,057 00	4 75
1820.....	523,287	28	10,000,000 00	20 25	2,614,734 00	4 69
1821.....	531,999	28	9,800,000 00	18 42	3,010,762 00	5 55
1822.....	540,711	33	10,821,128 00	20 01	3,132,552 00	6 79
1823.....	549,473	34	11,650,000 00	21 20	3,128,986 00	5 69
1824.....	558,135	37	12,857,350 00	23 03	3,442,641 52	6 88
1825.....	566,847	41	14,535,000 00	26 64	3,994,204 73	16 57
1826.....	575,569	55	16,040,000 55	28 92	6,404,879 17	11 12
1827.....	584,271	60	18,260,750 00	31 26	6,665,323 60	11 40
1828.....	592,983	61	19,337,800 00	32 61	7,483,865 34	12 62
1829.....	601,095	66	20,420,000 00	33 93	4,747,784 50	7 88
1830.....	610,408	63	19,295,000 00	31 61	5,124,090 00	8 30
1831.....	623,397	70	21,439,800 00	34 30	7,739,317 00	12 41
1832.....	636,386	83	24,520,200 00	38 53	7,122,856 00	11 19
1833.....	649,375	102	28,236,250 00	43 48	7,889,110 67	12 14
1834.....	662,364	103	24,400,450 00	44 40	7,630,146 73	11 54
1835.....	675,353	105	30,410,000 00	45 02	9,430,357 72	13 96
1836.....	688,342	117	34,478,110 00	50 08	10,892,249 50	15 82
1837.....	701,331	129	34,280,000 00	54 58	10,273,118 71	14 64
1838.....	714,320	120	34,630,000 00	48 47	9,400,512 75	13 16
1839.....	727,309	118	34,485,600 03	47 41	7,875,322 50	10 82
Aggregate.....	20,432,139	1700	509,422,656 18	27 86	164,940,502 55	81 07

SUMMARY.

YEARS.	Average Population.	Average Number of Banks.	Average Capital.	Average Ratio of Population to Capital.	Average Circulation.	Average Ratio of Population to Circulation.
			dollars.	dollars.	dollars.	dollars.
10 years from 1803 to 1812..	459,013	14 1-2	5,090,314 90	1 to 12 30	1,089,528 50	1 to 3 67
10 years from 1813 to 1822..	511,550 3-5	25 7-10	10,352,520 00	20 23	2,638,240 10	5 15
10 years from 1823 to 1832..	580,910 2-3	57	17,897,489 65 1-2	30 53	5,825,400 79 1-2	9 87
7 years from 1833 to 1839..	688,342	113 3-7	32,847,058 66 1-7	47 71	9,038,688 37 1-7	13 16
37 years from 1803 to 1839..	552,219 36-37	47 27-37	15,380,801 51 31-37	27 86	4,485,040 60 35-37	8 07

The banks in Massachusetts are now believed to be in a sound state. The following table will show their condition in 1842-3.

Whole number of banks in Massachusetts	414	dollars.
Capital stock paid in.....	33,306,000	
Bills in circulation.....	9,500,112	
Nett profits on hand	2,792,114	
Balances due to other banks	4,413,506	
Cash deposited, including all sums whatever due from the banks, not bearing interest, its bills in circulation, profits and balances due to other banks excepted.....	7,144,900	
Cash deposited, bearing interest.....	1,496,223	
Total amount due from the banks	58,079,474	

Resources of the Banks.

Gold, silver, and other coined metals	dollars.
Real estate	8,111,829
Bills of other banks, in and out of the state	1,238,191
Balance due from other banks	2,314,437
Amount of all other debts due, including notes, bills, stocks, and funded debts	4,401,047
Total amount of the resources of the banks	47,553,961
Amount of reserved profits at the time of declaring the last dividend	58,070,474
Amount of debts secured by a pledge of stock	902,145
Amount of debts unpaid, and considered doubtful	941,750
	1,043,166

The first of the two following tables shows the comparative value of the shares in the twenty-five banks in operation, in August, 1838, and in August, 1841.

NAMES OF BANKS.	Capital. Aug. 1841. "	Par Valur. "	Market Value.		Depreciation in Three Years.		Improvement in Three Years.	
			Aug. 1838.	Aug. 1841.	Per Ct.	Amount	Per Ct.	Amount
	dollars.	dollars.				dollars.		dollars.
Atlantic	500,000	100	96 per cent	94 per cent	2 pr. ct.	10,000		
Atlas	500,000	100	75 "	94 1/2 "			19 1/2 p. ct.	56,210
Boston	600,000	60	82 1/2 per shr.	51 per shr.			2 1/2 "	15,000
City	1,000,000	100	59 per cent.	94 per cent	5 "	60,000		
Columbian	300,000	100	103 "	104 1/2 "			1 1/2 "	8,750
Eagle	500,000	100	102 1/2 "	103 "			3 "	3,750
Freeman's	150,000	100	95 "	95 "				
Globe	1,000,000	100	104 "	104 "				
Granite	500,000	100	88 "	90 "			2 "	10,000
Hamilton	500,000	100	90 1/2 "	103 "			2 "	10,000
Market	550,000	70	84 per shr.	62 1/2 per shr.	25 1/2 shr.	201,000		
Massachusetts	800,000	250	95 per cent.	100 per cent			5 "	40,000
Mechanics'	150,000	100	88 "	90 "			2 "	3,000
Merchants'	2,000,000	100	102 "	104 "			2 "	40,000
New England	1,000,000	100	103 "	103 "				
North	750,000	100	96 "	90 "	6 pr. ct.	45,000		
Shawmut	500,000	100	90 "	90 "				
Shoe and Leather Dealers	500,000	100	89 "	103 1/2 "			14 1/2 "	73,125
South	200,000	100	87 "	80 "	7 "	35,500		
State	1,800,000	60	59 per shr.	58 1/2 per shr.	1/4 shr.	15,000		
Suffolk	1,000,000	100	114 per cent	120 per cent			6 "	60,000
Traders'	500,000	100	96 1/2 "	88 "	8 1/2 p. ct.	42,500		
Tremont	500,000	100	97 "	99 "			2 "	10,000
Union	800,000	100	90 "	104 "			4 "	32,000
Washington	500,000	100	93 "	93 "				
Total	17,610,000							401,875
Aggregate depreciation in the three years								401,500
Nett aggregate improvement in the three years								375

The following table will show the comparative value in the market, at the same periods of the stock of the ten banks in Boston which have failed, or surrendered their charters

NAMES OF BANKS.	Capital.	Par Valur.	Market Value.		Depreciation in Three Years.	
			Aug. 1838.	Aug. 1841.	Per Cent.	Amount.
	dollars.	dollars.	dollars.	dollars.		dollars.
American	500,000	100	78	50	28	140,000
Commercial	500,000	100	50	80		
Commonwealth	500,000	100	3	1	2	10,000
Franklin	150,000	100	0	0		
Fulton	500,000	100	1	0	1	5,000
Hancock	500,000	100	50	12	38	190,000
Kilby	500,000	100	0	0		
Lafayette	150,000	100	0	0		
Middling Interest	150,000	100	21 1/2	21 1/2		
Oriental	750,000	100	45	43	2	22,500
Total	4,200,000					307,500
Improvement of 30 per cent in the stock of the Commercial Bank						150,000
Nett amount of depreciation of these 10 Banks						217,500

BOSTON BANK DIVIDENDS.

SEMI-ANNUAL Dividends declared and Paid by the Banks in Boston, April 4, 1842.

NAMES.	Capital.	Dividend.	Amount.
	dollars.		dollars.
Atlas.....	500,000	2 per cent	10,000
Atlantic.....	500,000	3 per cent	15,000
Boston.....	600,000	3½ per cent	21,000
City.....	1,000,000	none	
Columbian.....	500,000	3 per cent	15,000 *
Eagle.....	500,000	none	
Freeman's.....	150,000	3½ per cent	5,200
Globe.....	1,000,000	3 per cent	30,000
Granite.....	500,000	2½ per cent	12,500
Hamilton.....	500,000	3 per cent	15,000
Massachusetts*.....	800,000	7 dollars per share	22,400
Market.....	500,000	3 per cent	16,800
Mechanics'.....	150,000	ditto	4,500
Merchants'.....	2,000,000	3½ per cent	70,000
New England.....	1,000,000	3 per cent	30,000
North.....	750,000	none	
Shoe and Leather Dealers.....	500,000	3½ per cent	17,500
Shawmut.....	500,000	3 per cent	15,000
State.....	1,800,000	ditto	54,000
Suffolk.....	1,000,000	4 per cent	40,000
South.....	500,000	none	
Tremont.....	500,000	3 per cent	15,000
Traders'.....	500,000	none	
Union.....	800,000	2½ per cent	20,000
Washington.....	500,000	2 per cent	10,000
Total.....	17,610,000		442,500

* 3200 Shares, par 250 dollars.

In connexion with the commerce of Boston, it may be proper to exhibit the capital invested in its banks.

CAPITAL invested in Boston Banks.

NAMES OF BANKS.	Capital, October, 1813.	Value of Capital according to Average Dividends per Annum, for Ten Years.		Change in the Value of the Capital in 1842 and 1843.	
		October, 1811.	October, 1843.	Improvement.	Depreciation.
	dollars.	dollars.	dollars.	dollars.	dollars.
Atlantic.....	800,000	441,000 00½	433,333 33½	....	8,333 31½
Atlas.....	500,000	238,005 23½	273 148 11½	35,052 91	
Boston.....	600,000	665,000 00	690,000 00	25,000 00	
City.....	1,000,000	925,000 00	810,000 00½	....	108 333 33½
Columbian.....	500,000	500,000 00	491,600 60½	....	8,333 33½
Eagle.....	500,000	508,333 33½	450,000 00	....	58,333 33½
Freeman's.....	150,000	155,000 00	100,714 2½	5,714 28½	
Globe.....	1,000,000	1,025,000 00	1,025,000 00	....
Granite.....	500,000	416,666 66½	412,000 00	....	4 166 66½
Hamilton.....	500,000	495 611 03½	491,000 00½	....	3,947 30½
Market.....	500,000	411,838 71	423,825 15	10,986 44	
Massachusetts.....	800,000	665,333 33½	665,333 33½	....
Mechanics'.....	150,000	150,000 00	144,642 83½	....	5,357 14½
Merchants'.....	2,000,000	2,295,145 63	2,295,931 96	780 33	
New England.....	1,000,000	1,033,333 33½	1,033,333 33½	....
North.....	750,000	650,000 00	562,000 00	....	87,800 00
Shawmut.....	500,000	410,666 66½	422,619 01½	5,952 36½	
Shoe and Leather Dealers.....	500,000	566 600 60½	559,323 81	51,467 85½	7,142 85½
State.....	1,800,000	1,732,500 00	1,735,000 00	2,500 00	
Suffolk.....	1,000,000	1,320,512 82	1,371,900 07½	....
Traders'.....	500,000	447,500 00	375 000 00	....	112,500 00
Tremont.....	500,000	447,500 00	454 166 66½	....	33,323 33½
Union.....	800,000	746,000 66½	760,000 00	13,333 33½	
Washington.....	500,000	431,250 00	440,416 66½	....	90,833 33½
Defunct.....	....	....	....	150,796 33½	458,114 03½
Total, 24 Banks.....	17,110,000	16,708,289 77½	16,460,972 27	....	307,317 80
Depreciation in 1841.....	....	....	....	....	341,710 28
Depreciation in 1843.....	....	....	....	....	640,027 73

As a proof of the prosperity and results of industry, the following returns are given of the Massachusetts savings bank.

SAVINGS BANKS of Massachusetts, 1843.

TOWNS.	Number of Depositors.	Total Population.	Amount of Deposits.	Dividends for the Year.
			dollars.	dollars.
Audover	282	5,207	47,002 02	2,125 21
Barnstable	385	4,301	72,630 00	3,580 38
Boston	15,023	93,383	2,300,212 41	47,125 01
Suffolk, (Boston)	1,524	2,300	274,051 89	9,556 72
Cambridge	315	8,400	38,685 60	4,258 80
Canton	162	1,995	19,120 40	733 90
Dedham	874	3,290	140,706 57	5,128 22
Fairhaven	153	3,951	25,352 91	1,382 32
Fall River	1,525	6,738	332,065 47	20,266 26
Greenfield	162	1,756	17,832 27	1,139 11
Holchester	235	6,350	18,257 49	690 01
Haverhill	643	4,330	82,377 24	3,795 73
Hingham	712	2,564	132,908 45	6,198 71
Lowell	2,708	20,796	478,375 00	16,018 60
Lynn	447	9,309	41,293 41	1,937 40
Concord	509	1,764	88,039 66	2,877 78
Nantucket	271	9,012	44,356 40	2,159 23
New Bedford	1,427	12,087	270,466 91	16,438 40
Newburyport	2,260	7,111	303,576 53	14,391 18
Newton	91	3,351	4,840 05	
Plymouth	1,406	5,281	222,132 58	10,506 54
Roxbury	515	0,089	56,719 10	2,816 12
Salem	3,691	15,082	631,539 43	39,520 45
Salisbury	444	2,739	55,203 79	2,065 01
Scituate	512	3,886	47,506 43	2,422 89
Springfield	299	10,985	51,209 77	2,208 47
Taunton	1,250	7,645	200,316 76	10,462 47
Charlestown	1,118	11,464	165,432 17	6,436 05
Braintree	194	2,103	21,604 67	951 78
Worcester	3,327	7,499	587,370 65	19,138 67
Total	42,587	284,086	6,000,451 70	242,231 18
Amount, in 1838 .....	....	....	860,392 00	35,772 00
Increase .....	....	....	6,031,059 70	246,460 18

PRINCIPAL COMMERCIAL AND MANUFACTURING CITIES AND TOWNS
IN MASSACHUSETTS.

When we compare the great increase in the number and the population of the towns of Massachusetts, with the natural resources of this state, and the generally medium affluent condition of the inhabitants, the result is highly creditable to the industry, thrift, and virtue of the latter. The following description of the capital is so correct and interesting, that we insert it without alteration, from the recent valuable work, "United States' Gazetteer," from which, and the recent official returns, the descriptions of the other towns of Massachusetts are also principally taken.

"Boston city, the capital of Massachusetts, in Suffolk county, is principally situated on a peninsula, three miles long and one broad, at the western extremity of Massachusetts Bay. It lies in 42 deg. 21 min. 23 sec. north latitude, and 71 deg. 4 min. 9 sec. west longitude, from Greenwich, and 5 deg. 58 min. east longitude from Washington. It is 115 miles south-south-west from Portland, Maine; 63 miles south-south-east from Concord, N. H.; 158 miles east by south from Albany; 40 miles north-north-east from Providence, R. I.; 97 miles east-north-east from Hartford, Ct.; 207 miles north-east by east from New York; and 440 miles north-east from Washington. The population 1790, was 18,038; in 1800, 24,937; in 1810, 33,250; in 1820, 43,298; in 1830, 61,391; in 1840, 93,383. Employed in commerce, 2040; in manufactures and mechanics, 5333; in navigating the ocean, 10,813; navigating canals and rivers, 19; less the African professors regular of over

"Boston consists of three parts, Old Boston on the peninsula; South Boston, formerly a part of Dorchester, but united to Boston in 1804; and East Boston, formerly Noddle's Island. The only original communication of the peninsula with the main land was denominated the "Neck," a little over a mile in length, which connected it with Roxbury. By the fortification of this neck, at the commencement of the revolutionary war, the British were able to control the intercourse between Boston and the surrounding country. But by a number of bridges a communication is now opened in various directions. Charles River bridge, 1503 feet long, connects Boston to Charlestown; West Boston bridge, 2758 feet, with a causeway 3432 feet, leads to Cambridge; South Boston bridge, 1550 feet, leads from the "Neck" to South Boston; Canal bridge, 2796 feet, leads to East Cambridge, from the middle of which an arm extends to States' Prison Point, in Charlestown; Boston Free bridge, 1828 feet, connects Boston with South Boston; Warren bridge, 1390 feet leads to Charlestown. Besides these, the Western avenue, a mile and a half long, leads to Brooklyn, and constitutes a tide-dam, enclosing a pond of 600 acres, which, by a partition, makes an avenue from the main dam to Roxbury, and forms a full and receiving basin; so that the flowing of the tide creates a great water power, at all times available.

"The peninsula of Boston had originally an uneven surface; and the necessity of the case, and the good taste of the inhabitants, have extensively prevented the attempt to level these inequalities of surface; and from various points of view, the city presents a picturesque appearance. The streets, however, were originally laid out upon no systematic plan; and accommodated to the convenience of the ground, they are often crooked and narrow; though modern improvements have greatly remedied these inconveniences. The Common, originally a cow pasture, has escaped a private appropriation, and is one of the finest public grounds in any city of the United States. The numerous eminences, rising from 50 to 110 feet above the level of the sea, furnish many admirable sites for buildings. Some of the public buildings are commanding, but are exceeded by some in other principal cities; but many of the private residences are unsurpassed in elegance and taste by those of any other city of the union.

"South Boston extends about two miles along the south side of the harbour. It contains about 600 acres, regularly laid out into streets and squares, with a diversified surface. About in the centre of this tract are the "Dorchester Heights," 130 feet high, famous in the revolutionary war as the site of a fortification which compelled the British to abandon the harbour.

"East Boston is on an island, containing about 660 acres of land, and a large body of flats. Its connexion with Old Boston is by a steam ferry, which starts every five minutes from each side. It is connected to Chelsea on the main land by a bridge of 600 feet; and the Eastern railroad commences here. This portion of the city has wholly grown up since 1833. The surface is agreeably diversified. A wharf 1000 feet long is devoted to the use of the Liverpool steam-ships.

"These several parts of Boston, with the town of Chelsea, constitute the county of Suffolk.

"The harbour of Boston is one of the best in the United States, being spacious, safe, and easily and well defended. The whole passage to it is not more than four miles in width, with several islands obstructing it, so that the main entrance will scarcely admit two vessels to pass abreast; while within, 500 vessels may ride at anchor, with a good depth of water. The outer harbour has about forty small islands, about fifteen of which afford excellent pasture.

"The wharfs of Boston are extensive and convenient, and some of them are very long. Long wharf, at the termination of State-street, is 1650 feet long; and Central wharf is 1240 feet.

"Among the public buildings, the State-house is the principal. It was built in 1798, has a fine location on Beacon-hill, 110 feet above the level of the sea, and fronting the harbour, from which the view is probably the finest in the United States, and passed in the world. From this grand elevation, the spectator looks down

upon the city as upon a map; before him stretches the extensive harbour and bay on the east, sprinkled over with islands; and in other directions, numerous beautiful villages, and a highly cultivated country, with many elegant country seats, are visible. Faneuil-hall Market is built of granite, 536 feet long, 50 feet wide, and two stories high; and is the most elegant market-house in the United States. Faneuil-hall is in Dock-square, 100 feet long, by 80 feet wide, three stories high, and is celebrated as the spot where the revolutionary orators roused the people to resist British oppression. The hall is seventy-six feet square, with deep galleries on three sides. The City-hall, or old State-house, is another venerable building of revolutionary memory, and is used for public offices. The Massachusetts hospital, in the western part of the city, is a beautiful granite building, 168 feet long and 54 feet wide, with an open ground of four acres around it, on the bank of Charles river. The custom-house, near the head of Central wharf, is a splendid granite building of Grecian architecture. The houses of industry, correction, and reformation, are valuable establishments, situated in South Boston. Trinity church, and St. Paul's church, are considered fine specimens of architecture; and Park-street church has a lofty and beautiful steeple. The Tremont house is one of the finest hotels in the United States.

"Among the public places, the Common is by far the most distinguished. It occupies the southern declivity of Beacon-hill, and contains nearly fifty acres of ground, surrounded by a wall, shaded by trees. The whole is enclosed by an iron fence about one mile in length, on the outside of which is a broad street. A botanical garden of twenty-five acres is on the western side of the Common.

"Boston, in point of commerce, is the second place in the union. Her wealth and enterprise have long been actively employed in foreign commerce, to which her fine harbour has materially contributed. Several large steamships form an important packet line between this city and Great Britain, stopping at Halifax. This line has generally performed its trips in the short space of 12½ days. Lines of packets exist to every port of importance throughout the United States, making about fifty in the whole. And by means of the Middlesex canal, which extends to the Merrimac, it has a boatable communication to Concord, New Hampshire; and recently a railroad communication has been completed to Albany, which will enable it to share in the vast trade of the west. The capitalists of Boston are large proprietors in the manufacturing establishments at Waltham and at Lowell.

"The tonnage of Boston, in 1840, was 220,243 tons. The imports are about 16,000,000 dollars; and the exports about 10,000,000 dollars. There were, in 1840, 142 commercial houses, and eighty-nine commission houses engaged in foreign trade, with a capital of 11,676,000 dollars; 572 retail stores, with a capital of 4,184,220 dollars; thirty-one lumber yards, with a capital of 371,010 dollars; capital in fisheries, 25,000 dollars; machinery manufactured to the amount of 135,900 dollars; precious metals, 26,650 dollars; various metals, 284,400 dollars; six furnaces, capital 130,000 dollars; seventeen distilleries and two breweries, with a capital of 820,000 dollars; paints, drugs, &c., capital 20,000 dollars; three glass factories, capital 37,000 dollars; two sugar refineries, three rope walks, capital 101,500 dollars; one grist mill, capital 50,000 dollars; furniture to the amount of 329,000 dollars. There were built 217 brick and stone, and 148 wooden houses, to the value of 1,061,000 dollars; twenty-four printing offices, twenty-eight binderies, seven daily, eleven weekly, and seven semi-weekly newspapers, and seven periodicals, employing 437 persons, with a capital of 236,450 dollars. Total amount of capital in manufactures, 2,770,250 dollars. There were fifteen academies, or grammar schools, with 2629 students, 137 common and primary schools, with 14,003 scholars.

"There are twenty-five banks, with an aggregate capital of 17,300,000 dollars; and twenty-eight insurance companies, with a capital of 6,600,000 dollars.

"Boston has long been celebrated for the excellence of its schools. About a quarter part of the inhabitants are kept at school throughout the year, at an expense of 200,000 dollars. In addition to numerous private schools, the public free schools are a Latin grammar school; a high school, in which the mathematics and higher branches of learning are taught; ten grammar and writing schools; seventy-five primary schools, and one African school.

"The medical branch of Harvard university has its seat in Boston, where its professors reside. It was founded in 1782, has six professors and eighty-eight students, and a library of over

5000 volumes. There is a highly respectable institution for the blind, which has a handsome edifice. The Boston athenaeum has two large buildings, one containing a library of about 30,000 volumes, the other a picture gallery, and a hall for public lectures, and other rooms for scientific purposes. This city has about 100 literary, religious, and charitable societies. Among the literary societies of a high order, are the American academy of arts and sciences, which has published four volumes of transactions; the Massachusetts historical society, which has published twenty-two volumes of collections; and the Boston Natural History Society, which has a fine cabinet. Among the religious and charitable societies, are the American Board of Commissioners for Foreign Missions, which has an agency; and holds its anniversaries in the city of New York; the Baptist Board of Foreign Missions; the American Education Society; the American Unitarian Association; the American Peace Society; the Seamen's Friend Society; the Massachusetts Bible Society; the Prison Discipline Society; and various others.

"There are (1842) thirty newspapers published in Boston, eight of which are daily. Besides these, there is a number of magazines and reviews, the most important of which is the North American Review, which has long had a high reputation, not only in the United States, but in Europe.

"There are seventy five churches, of which fifteen are Unitarians; twelve Congregationalists; eight Episcopalians; eleven Baptists; nine Methodists; four Universalists; four Roman Catholics; three Freewill Baptists; two African, one of which is Baptist and the other Methodist. There are also some New Jerusalem, German Protestants, and Friends, and a few others.

"There are two theatres in Boston, the Tremont and the National Theatre.

"This city continued a town, and was governed by a body of select men, according to the common custom of the towns of New England, until 1821. Before this, the people could not be brought to consent to adopt a city government. But the vote was at length carried, and the city has since been governed by a mayor, eight aldermen, and a common council of forty-eight members. Besides these, each ward has one warden, one overseer of the poor, one clerk, five inspectors, and two school committee men."—*United States' Gazetteer for 1844.*

Charlestown town, as well as Cambridge, Chelsea, and some other nearly adjoining places, may be almost included as forming parts of Boston, and the population of each, according to the census of 1840, was, Boston, 93,833; Charlestown 11,484; Cambridge, 8409; Chelsea, 2390, formerly one of the Boston wards; Roxbury, 9089, nearly a continuation of one of the streets of Boston; Dorchester, 4875; Brighton, 1425; Brooklyn, 1365; Medford, 2475; all within the circuit of five miles: which would make the actual population of Boston and its environs in 1840, about 135,000. The town of Lynn, with a population of 9367, is within nine miles; that of Quincy, 3486, within nine miles; that of Newtown, with 3351, within seven miles, and the total population in the city and within ten miles of Boston, in 1840, must have exceeded 160,000. Before introducing an account of the commerce and navigation of Boston, we will therefore describe briefly, on the authority chiefly of the "*United States' Gazetteer*," for 1844, and of the official returns of 1840, the principal towns which, from their near vicinity, are most connected with, or interested in, the general trade and navigation of the capital of Massachusetts.

CHARLESTOWN is situated on a peninsula, formed by the Charles and Mystic rivers, one mile north of Boston, with which the former town is connected by the Charles and Warren bridges. There are two other bridges across the Mystic river, one of which connects it with Chelsea, and the other with Malden. There is another which connects it with Craigie's bridge, leading to Cambridge. The streets, though not laid out with great regularity,

are wide, and ornamented with trees. The public buildings are, a state prison, on the most improved model, the Massachusetts insane hospital, called, from a distinguished benefactor, McLean Asylum, an almshouse, town-house, and nine churches—three Congregationalists, two Baptists, one Methodist, two Universalists, and one Roman Catholic—a United States navy-yard, in the south-east part of the place, with a dry dock built of heavy granite. The navy-yard covers sixty acres of land, on which are erected a marine hospital, a spacious warehouse, an arsenal, powder magazine, and a house for the superintendent, all of brick; and two immense wooden edifices, under which the largest vessels of war are built. Bunker Hill is immediately in the rear of the place, where a bloody battle was fought at the commencement of the revolution, June 17, 1775, in which the Americans lost, in killed and wounded, 449, and the British, 1055. To commemorate this important event, a granite obelisk has been erected on the spot, which is thirty feet square at the base, 220 feet high, and fifteen feet square at the top, ascended within by a winding staircase, estimated to cost about 100,000 dollars.—*United States' Gazetteer*. Charlestown, in 1840, had three commercial and eight commission houses, capital, 125,000 dollars; seventy-eight stores, capital, 346,000 dollars; six lumber yards, capital, 82,000 dollars; five printing offices, one bindery, one weekly newspaper, four tanneries, three distilleries, one brewery, three potteries, three rope walks, five grist mills, four saw mills, one oil mill, twenty-four schools, 2202 scholars. Population 11,484.—*Official Returns*.

CAMBRIDGE, three miles north-west from Boston, is one of the early towns of New England, having been first settled in 1631, under the name of Newtown. It is the seat of Harvard University, formerly called Harvard College, the oldest college in the United States, having been founded in 1638, which was less than twenty years after the first landing of the Pilgrims at Plymouth. Cambridge contains a court house and gaol, state arsenal, and five churches—two Unitarian, one Episcopal, one Baptist, and one Universalist. The courts are alternately held here and at Concord. The court house and gaol are at East Cambridge, at Lechmere's Point, a village at the south-east extremity of the town, which is connected with Boston and Charlestown by bridges. Here is a large glass manufactory.

Harvard University has a president and twenty-seven professors, or other instructors; has had 5546 alumni, of whom 1406 have been ministers of the gospel; has 246 classical students, and 53,000 volumes in its libraries. The commencement is on the fourth Wednesday in August. The philosophical and chemical apparatus are very complete, as well as its cabinet of minerals. It has an excellent anatomical museum, and a botanical garden of eight acres, richly stored with an extensive collection of trees, shrubs, and plants, both native and foreign. The university buildings are extensive and commodious, situated on a beautiful plain, where is a neat village. The irregularity in the position of the edifices, renders them less imposing in their appearance than they otherwise would be, but not less adapted to their purposes. They are University Hall, an elegant granite building, 140 by 50 feet, and forty-two feet high, containing the chapel, dining halls, and lecture rooms; Harvard Hall, containing the library, philosophical apparatus, museum, &c.; four spacious brick edifices, containing rooms for students, and several other buildings for the accommodation of the president, professors, and students; Divinity Hall, for the accommodation of the theological students; and the Medical College in Boston, a Law School, a Theological Seminary, and a Medical School, are attached to the institution, the last of which is located in Boston. The Law School has 115, the Theological twenty-six, and the Medical eighty-six students. The whole number of students attached to the institution including resident graduates, is 478. This institution is more richly endowed than any other similar institution in the United States.—*United States' Gazetteer*. There were, in 1840, in the town, one commercial and one commission house, capital, 40,000 dollars, twenty-seven stores, capital, 93,950 dollars; eight lumber yards, capital, 85,000 dollars; three rope factories, two printing offices, one bindery, five periodicals, one university, 341 students, two academies, forty-five students, sixteen schools, 2455 scholars. Population, 8409.—*Official Returns*.

ROXBURY, two miles south of Boston, is joined to Boston by a neck of land, which constitutes a broad avenue, and may be regarded as a continuation of Washington-street, Boston. In the west part of the township is Jamaica plains, a level tract, with elegant

country seats, and well-cultivated gardens. Here is a pond by which the Boston aqueduct is supplied. It is four miles from Boston, with four trains of cast-iron pipes, the aggregate length of which is forty miles. The town or village contains five churches—one Unitarian, one Congregational, one Baptist, one Episcopal, and one Universalist,—two banks, and many beautiful residences.—*United States' Gazetteer*. There were, in 1840, ten churches in the township; eighty-three stores, capital, 755,000 dollars; four lumber yards, capital, 60,000 dollars; five tanneries, two printing offices, two binderies, one weekly newspaper, five grist mills, and four saw mills. Capital in manufactures, 350,000 dollars. Twelve academies, 350 students, twenty schools, 881 scholars. Population, 9089.—*Official Returns*.

DORCHESTER, four miles from Boston, lies on Dorchester bay, in Boston harbour. First settled in 1630. The surface is uneven and rough; but the soil is fertile, and highly cultivated. Neponset river runs on its south border, and furnishes water power, and facilities for navigation. The vessels owned here, are employed chiefly in the whale and cod fisheries. It has also considerable manufactures. In a part of this town, now belonging to Boston, are Dorchester heights, on which Washington, in March, 1776, directed a fort to be erected, by which the British were driven from Boston harbour. The first settlers of the Connecticut colony; at Windsor and Hartford, 100 in number, came from Dorchester, through the wilderness, in 1636.—*U. S. Gazetteer*. It had, in 1840, ten commercial and commission houses in foreign trade, capital 326,000 dollars; fifty-seven stores, capital 609,200 dollars; three lumber yards, capital 17,000 dollars; two cotton factories, 4000 spindles, one dyeing and printing establishments, seven tanneries, one pottery, one rope factory, two grist mills, one saw mill, four paper factories, two printing offices, one weekly newspaper, one academy, 119 students; twenty-two schools, 1247 scholars. Population, 4875.—*Official Returns*.

CHELSEA, four miles north-east from Boston, was formerly a ward of Boston. It has considerable manufactures, and is connected with Charlestown by a bridge. It has one commission house, capital 20,000 dollars; eleven stores, capital 29,000 dollars; three lumber yards, capital 13,000 dollars; two tanneries, one pottery, one grist mill, one printing office. Capital in manufactures, 55,350 dollars. One academy, twenty students; nine schools, 574 scholars. Population, 2290.—*Official Returns*.

BRIGHTON, about four miles and a half from Boston, is distinguished for its cattle market, and its many handsome country houses.

STATISTICS of Brighton Market.

Number sold.	Estimated Value.	Number sold.	Estimated Value.
	dollars.		dollars.
1842.		1838.	
39,070 Horned cattle.....	1,240,940	25,830 Horned cattle.....	2,058,004
17,126 Stores	256,890	9,673 Stores	
106,655 Sheep	124,986	104,640 Sheep	
39,936 Swine	109,924	20,104 Swine	
Total.....	1,741,740		
184		1837.	
86,607 Horned cattle.....	2,400,881	31,644 Horned cattle.....	2,440,231
18,794 Stores		16,216 Stores	
124,172 Sheep		110,206 Sheep	
31,873 Swine		17,052 Swine	
1840.		1836.	
24,168 Horned cattle.....	1,990,577	34,504 Horned cattle.....	1,858,202
12,736 Stores		11,854 Stores	
128,650 Sheep		85,830 Sheep	
32,350 Swine		15,607 Swine	
1839		1835.	
22,963 Horned cattle.....	1,116,654	51,096 Horned cattle.....	1,878,032
18,228 Stores	427,056	25,872 Stores	
95,400 Sheep	213,650	98,160 Sheep	
26,988 Swine	143,534	23,142 Swine	
Total.....	1,901,804		

BROOKLINE, about four miles west of Boston, in a highly cultivated country, decked with country seats, had, in 1840, 1365 inhabitants, fourteen commercial houses, capital 70,000 dollars; seventeen retail stores, capital 50,000 dollars; and 20,000 dollars invested in manufactures; with several academies and common schools.—*Official Returns*.

MEDFORD, five miles from Boston, with a population of 2478 in 1840, is on the river *Myster*, and has ship-building yards, lumber yards, an oil mill, pottery, distillery, &c.; and had, in 1840, 117,007 dollars invested in them and a few other manufactures.

NEWTON, seven miles west from Boston, lies on a bend of Charles river, which surrounds it on three sides, and furnishes extensive water power, having two falls, at each of which is a village. The village at the Upper Falls contains two churches—one Baptist and one Methodist—a nail factory, rolling mill, machine fabric, and about seventy dwellings. The river descends thirty-five feet in half a mile, and, in one place, falls over a ledge of rocks twenty feet high. The village at the lower falls lies partly in Needham, and contains one Episcopal church, five paper mills, and about fifty dwellings. The Boston and Worcester railroad passes through it. The Newton Theological Seminary, under the direction of the Baptists, was founded in this town in 1825, and has a brick edifice eighty-five feet long, forty-nine wide, and three stories high, which cost about 10,000 dollars; three houses for professors, and a mansion house for boarding the students. It has three professors, thirty-three students, 137 graduates, and 4000 volumes in its libraries. There were in 1840 in the township fifteen stores, capital 29,600 dollars; one cotton factory, 5712 spindles, three paper factories, two grist mills. Capital in manufactures, 318,000 dollars. Four academies, 114 students, eleven schools, 509 scholars. Population, 3351.—*Official Returns, U. S. Gaz.*

DEPHAM, thirteen miles south-south-west from Boston, is situated on Charles river, which affords good water power. Neponset river runs on its east border, and a small stream runs from Charles river into Neponset river. The township is well cultivated, and contains four Congregational churches, one Episcopal, and one Baptist. The village is pleasantly situated on Charles river, and contains two of the Congregational churches, and the Episcopal, a granite court house, a gaol, a bank, two printing offices, and more than 100 dwellings, many of them elegant. The Boston and Providence railroad passes through the township, and a railroad from the village, two miles long, connects with it. It had, in 1840, twelve stores, capital 17,000 dollars; three woollen factories, two cotton factories, 4200 spindles, two tanneries, four grist mills, four saw mills, one paper factory, two printing offices, one weekly newspaper. Capital in manufactures, 219,700 dollars. Three academies, sixty-eight students, eleven schools, 725 scholars. Population, 3290.—*Official Returns, U. S. Gaz.*

WALTHAM, ten miles west-by-north of Boston. The surface of this township is level, or gently undulated; the soil indifferent, but, being well cultivated, is rendered productive. Charles river affords water power. It contains six churches—two Congregational, one Unitarian, one Methodist, one Universalist, and one Roman Catholic. The village is pleasantly situated on a plain, with one street a mile long, and contains 150 dwellings, many of them elegant, and beautifully ornamented with trees, shrubbery, and gardens. It has cotton and woollen manufactures. There were, in 1840, in the township eleven stores, capital 29,000 dollars; three cotton factories, 11,000 spindles, one paper factory, one printing office, one weekly newspaper, two grist mills. Capital in manufactures, 463,500 dollars. Two academies, thirty-six students, nine schools, 500 scholars. Population, 2504.—*Official Returns, U. S. Gaz.*

QUINCY, nine miles south-by-east from Boston. The surface of this township is diversified, soil fertile, and well cultivated. It contains tracts of salt meadow. Three miles back from the bay is an elevated range, in some parts rising over 600 feet above the sea, containing an inexhaustible supply of excellent granite, which is extensively exported. A railroad extends from the quarry three miles, to tidewater on Neponset river, constructed in 1826, and was the first work of the kind in the United States. First settled in 1625. Separated from Braintree and chartered in 1792. Some vessels are owned here, employed chiefly in the fisheries. It has fifteen stores, capital 27,600 dollars; four lumber yards, capital 19,400 dollars; two tanneries, one printing office, one weekly newspaper. Capital in manufactures, 112,150 dollars. Eight academies, 137 students, six schools, 708 scholars. Population, 3486.—*Official Returns, U. S. Gaz.*

BRAINTREE, fourteen miles south of Boston. The surface is diversified, and the soil a fertile gravelly loam. It has considerable manufactures, and some shipping employed in the coasting trade and the fisheries. Mantiquot river affords water power. A fine qua-

lity of granite is obtained here. First settled in 1625, incorporated in 1640. It had, in 1840, one Congregational and one Unitarian church. The elder President Adams was born here. It has sixteen stores, capital 24,300 dollars; one woollen factory, one cotton factory, 1000 spindles, one tannery, one paper factory, six grist mills. Capital in manufactures, 124,145 dollars. Thirteen schools, 564 scholars. Population, 2168.—*Official Returns, U. S. Gaz.*

LYNN, nine miles north-east of Boston. The ocean washes its south border, and in the south-east is excellent salt marsh. Watered by Saugus river. The surface is level, with rocky hills to the north. The village contains eight churches—three Methodists, two Congregational, one Friends, one Baptist, and one Universalist; two banks, besides one for savings, and an academy. The peninsula of Nahant is a rocky promontory in the ocean, connected with a smaller peninsula, called Little Nahant, by a beach, and both are connected with the shore by a beach a mile and a half long, barely sufficiently elevated not to be overflowed. A splendid hotel, containing 100 rooms, at the east end of the peninsula, receives numerous visitors in the summer season. Carriages run, and a steamboat plies between it and Boston, and the rides on the firm sandy beach are very agreeable; whilst, on the other side, the sea often roars furiously against the rocks. Lynn has long been celebrated for the manufacture of ladies' shoes, and produces over 2,500,000 pairs annually. It had, in 1840, thirty-six stages, capital 134,000 dollars; one rope factory, three grist mills, one saw mill, two printing offices, four weekly newspapers. Capital in manufactures, 408,700 dollars. Six academies, 133 students; ten schools, 1030 scholars. Population, 9367.—*Official Returns, U. S. Gaz.*

THE COMMERCE OF BOSTON.

Boston is the commercial emporium of New England. Although no deep, great navigable rivers flow from the interior into its port or its vicinity, the people of Massachusetts have, by the construction of railroads, connected the port with the principal marts of trade, and opened a cheap, rapid, safe, and convenient means of transportation from and to the remotest parts of the state and its depôts, and thence to the principal markets and entrepôts of the north, the south, and the west, and upon the Atlantic coast, upon the rivers, and upon the lakes. The enterprise of the seaport towns carry into its warehouses the products of the fishery, and its port is the chief entrepôt of shipping, and of export north of New York. "But the principal advantage of Boston for the security of vessels, and it is one that distinguishes this port from other principal ports of our country, are its commodious docks, which are constructed with solid strength, and run far up into the city. These are bordered by continuous blocks of warehouses, either of brick or Quincy granite, which have an appearance of remarkable uniformity, solidity, and permanence. By the arrangement of these docks, the numerous vessels, whose tracery of spars and cordage line them on either side, may unship their cargoes at the very doors of the bordering warehouses, and receive in return their supplies for foreign ports with the utmost security and despatch. Indeed, the substantial appearance of these warehouses, is quite similar to the mercantile houses in the other parts of the city, which have a like solidity and massiveness in the materials of which they are built, as well as in their construction."—*Commerce of Boston*; by Lanman. The wharfs, or piers, of Boston are among the best and longest in the world, and afford the greatest convenience to its shipping and trade.—See *Description of Boston*.

COMMERCE AND NAVIGATION OF BOSTON FOR TWENTY YEARS, 1820 TO 1839, INCLUSIVE.

The number of foreign arrivals during the last twenty years was as follows:—1820, 816; 1821, 854; 1822, 763; 1823, 832; 1824, 852; 1825, 817; 1826, 870; 1827, 728; 1828, 680; 1829, 663; 1830, 642; 1831, 766; 1832, 1064; 1833, 1067; 1834, 1156; 1835, 1302; 1836, 1452; 1837, 1591; 1838, 1813; 1839, 1553; from January 1, to July 31, 1840, 839; during the corresponding time of the previous year, 814—increase, 25.

CLEARANCES.—The number of foreign clearances during the last twenty years was:—1820, 531; 1821, 613; 1822, 584; 1823, 600; 1824, 633; 1825, 652; 1826, 614; 1827, 524; 1828, 527; 1829, 495; 1830, 561; 1831, 679; 1832, 943; 1833, 935; 1834, 1003; 1835, 1221; 1836, 1333; 1837, 1383; 1838, 1132; 1839, 1389; from January 1 to July 31, 1840, 746; during the same time of the previous year, 770.

TONNAGE.—The registered and enrolled tonnage in the district of Boston, for the year 1820, was 153,087 tons. The registered and enrolled tonnage in Boston for the year 1839, was 205,009—increase of tonnage, 51,922 tons.

Annual recapitulation of the aggregate number of vessels reported by the telegraph stations in the lower harbour to the telegraph establishment at the Observatory, Central Wharf, Boston, from 1824 to 1840, inclusive:—

From	1824 to 1825	vessels.	From	1839 to 1833	vessels.
"	1825 " 1826	709	"	1833 " 1834	1,856
"	1826 " 1827	897	"	1834 " 1835	2,164
"	1827 " 1828	924	"	1835 " 1836	2,154
"	1828 " 1829	1,010	"	1836 " 1837	2,196
"	1829 " 1830	1,319	"	1837 " 1838	2,236
"	1830 " 1831	1,435	"	1838 " 1839	2,267
"	1831 " 1832	1,583	"	1839 " 1840	2,275
"	1832 " 1833	1,809	"		3,332
Aggregate number reported in 16 years		28,155			

STATEMENT of the Quantity of Coal, Cotton, Flour, Grain, Hides, Molasses, Tea, and Wine Imported into Boston, in 1841.

From	COAL.	tons.	bushels.	From	FLOUR.	barrels.
"	Philadelphia	92,834	"	"	New York	289,114
"	Kingston	5,293	"	"	Albany	76,691
"	Roundout	10,360	"	"	Kingston	34
"	Other places	1,942	"	"	Baltimore	62,740
"	Richmond	...	124,041	"	New Orleans	62,834
Total		110,423	124,041	"	Fredericksburg	31,900
In 1840		73,947	102,370	"	Richmond	17,031
1839		99,485	144,473	"	Georgetown	18,016
1838		71,364	107,025	"	Alexandria	12,962
1837		80,557	109,273	"	Peterburg	5,002
				"	Norfolk	676
				"	Philadelphia	42,453
				"	Ports in Delaware	1,027
				"	New Jersey	100
				"	Connecticut	458
				"	Massachusetts	2,070
				"	New Hampshire	70
				"	Maine	619
				Total barrels		573,283
				In 1840		560,339
				1839		451,667
				1838		379,704
				1837		423,246

GRAIN.

The quantity of grain imported, during 1841, was—

P O R T S.	Indian Corn.	Oats.	Rye.
	bushels.	bushels.	bushels.
From New Orleans	36,733	...	280
" Charleston	3,000	...	...
" North Carolina	71,591	...	...
" Fredericksburg	102,691	...	...
" Norfolk	160,870	2,420	...
" Hapahannock	50,685	...	...
" Other ports in Virginia	83,114	1,500	...
" Baltimore	537,956	4,791	700
" Delaware	111,956	31,360	...
" Philadelphia	559,511	98,009	2,916
" New Jersey	51,645	29,057	...
" New York	104,402	88,140	24,232
" Albany	12,792	5,081	1,000
" Other ports in New York	7,000	6,700	1,000
" Ports in Connecticut	500	2,000	...
" Rhode Island	500	...	...
" Massachusetts	13,000	6,000	...
" New Hampshire	...	3,000	...
" Maine	...	68,360	...
" Prince Edward Island	...	7,328	...
Total bushels	2,045,224	256,502	34,028
In 1840	1,831,561	472,266	48,025
1839	1,607,492	430,140	48,004
1838	1,574,038	443,657	102,473
1837	1,728,438	406,173	86,391

HIDES.		1841.	1840.	TEA.		charts.
Hides, total.....		432,481	205,909	In 1841, equal to		178,188
Horse hides.....		5,880	1,071	1840		234,000
Calcutta cow and buffalo, bales.....		930	3,552	1839		115,000
Hair seal skins		70,100	27,393	1838		168,200
MOLASSES.			bbds.	1837		197,000
Foreign, equal to.....			64,105	1836		215,000
Coastwise, equal to			9,880	1835		167,300
Total, in 1841			73,991	1834		263,944
			1840			
			78,002	WINE.		packages.
			1839			gallons.
			70,540	In 1841		9,677
			1838	1840		12,460
			72,207			
			1837			
			65,080			

NUMBER of Foreign and Coastwise Arrivals and Clearances at the Port of Boston in each of the last Twelve Years; also, the Value of Foreign Imports and Exports for the same series of Years.

Y E A R S.	NAVIGATION.				COMMERCE.	
	FOREIGN.		COASTWISE.		Imports.	Exports.
	Arrivals.	Clearances.	Arrivals.	Clearances.		
1830.....	612	507	2538	2216	6,563	8,348,613
1831.....	706	684	2916	2298	6,694	13,414,800
1832.....	1061	943	3538	2611	8,136	15,760,512
1833.....	1095	930	4024	2818	8,877	17,853,446
1834.....	1156	1002	3527	2477	8,162	15,514,700
1835.....	1302	1225	3879	2900	9,306	18,643,800
1836.....	1152	1326	3944	2927	9,619	22,898,955
1837.....	1501	1381	4000	2506	9,478	15,027,337
1838.....	1313	1124	4018	2901	9,350	13,461,580
1839.....	1553	1381	4251	2803	9,083	18,309,169
1840.....	1628	1362	4106	2815	10,211	14,122,319
1841.....	1791	1581	4574	2841	10,747	19,250,000

The coastwise arrivals and clearances, in the above statement, do not include those vessels which arrive and depart with domestic merchandise exempted from entry or clearance at the custom-house; the number of this class of vessels is estimated to exceed 2500 annually.

The arrivals from foreign ports at Boston, from		vessels.
1790 to 1800, averaged per year,		569
1800 to 1810,		789
1810 to 1820,		610
1820 to 1830,		787
1830 to 1835,		1199
1835 to 1841,		1473

By the above statement it will be seen that the arrivals at Boston, both foreign and coastwise, for the past year, far exceed that of any former year. It will also be seen that the increase of exports at the port of Boston, the past year, is over 900,000 dollars.

PRINCIPAL Imports into Boston during the Year ending December 31, 1842.

COAL.		tons.	bushels.	tons.		childrens.
Philadelphia		70,604	..	Liverpool		2,070
Rondout		8,917	..	Newcastle		7,518
Kingston		2,483	..	Hull		690
Havre-de-Grace		1,561	..	Glasgow		665
Other places		700	121,800	London		70
Total.....		90,276	121,800	Other places.....		17,178
In 1841		110,932	124,041	Total		11,014
1840		73,847	92,370	In 1841		12,754
				1840		9,110
						25,753

COFFEE.		lbs.
Holland	254,000	
Batavia	2,030,727	
Sourabaya	47,418	
Java	6,137,109	
St. Thomas	151,498	
Cuba	2,137,358	
Porto Rico	345,043	
Porto Cabello	2,652,370	
Manila	271,506	
Brazil	3,631,930	
Africa	12,350	
Total	18,608,040	
Same period for 1841	12,345,390	

COTTON.		bales.
New Orleans	56,243	
Mobile	19,584	
Charleston	19,584	
Savannah	11,321	
Florida	11,201	
Other places	2,062	
Total	119,670	
In 1841	131,800	
1840	138,709	
1839	94,301	

FLOUR.		barrels.
New York	140,739	
Albany	90,248	
Western Railroad	100,000	
New Orleans	96,833	
Fredericksburg	36,574	
Georgetown	11,500	
Alexandria	11,500	
Richmond	8,014	
Other Ports in Virginia	3,805	
Philadelphia	53,481	
Baltimore	40,744	
Other places	3,092	
Total	600,460	
In 1841	574,243	
1840	619,201	
1839	451,667	

GRAIN.		Corn.	Oats.
New Orleans	bush.	406,366	12,559
North Carolina		50,264	
Fredericksburg		98,016	
Norfolk		83,861	
Rappahannock		59,180	
Other Ports in Virginia		50,367	1,023
Alexandria and Georgetown		24,161	500
Baltimore		321,482	38,254
Other Ports in Maryland		3,700	800
Philadelphia		343,715	92,072
Ports in Delaware		83,203	45,289
Ports in New Jersey		59,837	36,183
New York		167,222	94,381
Albany		14,690	40,172
Other Ports in New York		4,615	000
Ports in Connecticut			600
Ports in Massachusetts		3,200	15,775
Ports in Maine			5,606
Ports in Nova Scotia			
Total	bush.	1,835,163	393,474

There were also received from New York 38,416 bushels of rye, and 77,923 bushels of shorts.

Years.	Total bushels.—	Corn.	Oats.	Rye.
In 1841	2,044,129	355,503	34,128	
1840	1,808,431	487,948	48,026	

Years.	Total bushels.—	Corn.	Oats.	Rye.
1839	1,007,402	430,141	48,624	
1838	1,574,038	443,087	102,473	
1837	1,725,436	405,173	86,291	

HIDES.		number.
Buenos Ayres and Monte Video		134,800
Rio Grande		23,235
Pernambuco		14,618
Para		9,968
Truxillo		12,318
St. Domingo		4,721
Porto Cabello and Laguayra		6,459
New South Wales		9,767
Valparaiso and Chill		21,398
Curaçao		7,178
Other places		17,070
Coastwise		78,948

Total	340,235
Calcutta Cow and Buffalo	bales 4,225
In 1841	432,481
1840	205,909
1839	3,362

MOLASSES.		hhds.	trca.	bbls.
Foreign		53,772	2,588	1,582
Coastwise		7,541	205	2,208
Total		61,313	2,795	3,890
In 1841	hhds. and trca.	73,091		
1840	do.	78,002		

NAVAL STORES.		Turp.	Tar.
Washington, N.C.	bbles.	16,049	3,491
Wilmington, "	do.	900	3,063
Newbern, "	do.	400	694
Other Ports in N. C.	do.	2,201	878
Norfolk	do.		1,900
Other places	do.		774

Total	bbles.	19,610	10,911
In 1841		24,078	17,890
1840		26,740	12,197

SPIRITS.		pkgs.	net gals.
1842 Foreign		2692	205,641
1841 "		4143	323,010
1840 "		4282	413,054
1839 "		5245	431,438
Deficiency compared with 1839		2553	225,797

Exported 1842, Foreign		pkgs.	gallons.
" " Domestic		8,899	7,737
" 1841, Foreign		4,143	417,352
" " Domestic		11,401	923,019
Falling off in the traffic during the past year		0,583	494,428

SUGARS.		lbs.
1842, Brown		20,541,675
" White		8,000,237
1841, Brown		31,090,342
" White		11,232,061
1840, Brown		29,078,074
" White		9,704,821
Short imports compared with 1841:—		
Brown		2,448,067
White		2,256,824

WINES.		pkgs.	gallons.
1842		6,540	187,614
1841		10,677	553,724
1840		12,460	374,476
Falling off in imports this year compared with 1841		13,137	366,110

None of the returns which we have been able to procure afford any information, as to the imports of manufactured goods, that is of the least value; for these we can only refer to the *detailed* accounts hereafter, for all the United States collectively.

TRADE OF BOSTON IN 1843.

IMPORTATIONS of Coffee into Boston, for the Year ending December 31, 1843.

COUNTRIES.		lbs.	COUNTRIES.		lbs.
Holland		147,000	Brazil		4,008,832
Batavia		224,466	Africa		77,722
Surinam		1,440	Chilian Ports		120,000
Hayti		8,441,981	Danish West Indies		572
Cuba		1,017,180	St. Thomas		18,100
Porto Rico		105,562			
Porto Cabello		1,726,008	Total, 1843		16,071,665
Manilla		170,405			
Imports for 1842					18,208,040
" 1841					12,245,300

The quantity of cotton received at the port of Boston, during the year ending December 31, 1843, is as follows :—

From	bales.	From Demerara	bales.
New Orleans	73,022		46
Mobile	24,428	Total	151,000
Charleston	10,730	In 1842	119,070
Savannah	15,565	1841	131,860
Florida	20,704	1840	138,709
New York	505	1839	94,381
Philadelphia	25	1838	96,630
North Carolina	17	1837	82,684
Virginia	10		
Maine	29		

The imports of hides, in 1843, were as follow :—

From	hides.	From	hides.
Buenos Ayres and Monto Video	100,353	Sandwich islands	12,823
Para	1,154	Rio Janeiro	309
St. Domingo and Port au Prince	12,554	New Orleans	48,401
Chili	46,695	Mobile	6,105
Pernambuco	2,035	Savannah	6,061
Gonaives	628	Charleston	300
Porto Cabello and La Guayra	7,303	Florida	816
St. Thomas	1,211		
Curacao	158	Coastwise	290,117
San Juan	6,173	Total	310,807
Truxillo	5,530		
California	33,245		
Maracaibo	870		

ARRIVALS IN 1843.

Foreign—ships, 128 ; barques, 154 ; brigs, 508 ; schooners, 898. Coastwise—ships, 97 ; barques, 153 ; brigs, 664 ; schooners, 3915 ; sloops, 135. Total number of arrivals for the year 1843—ships, 225 ; barques, 307 ; brigs, 1172 ; schooners, 4813 ; sloops, 135.

Of the above, 2 ships, 5 barques, 100 brigs, 750 schooners, were British ; 2 barques, 2 brigs, Sicilian ; 2 brigs Russian ; 1 brig French ; 1 brig Spanish ; 1 brig Bremen. The remainder were American.

CLEARANCES IN 1843.

Foreign—ships, 77 ; barques, 146 ; brigs, 481 ; schooners, 885. Coastwise—ships, 156 ; barques, 163 ; brigs, 544 ; schooners, 1545 ; sloops, 76. Total number of clearances for the year 1843—ships, 233 ; barques, 309 ; brigs, 1025 ; schooners, 2430 ; sloops, 76.

Of the above, 2 ships, 5 barques, 103 brigs, 745 schooners, were British ; 2 barques, 2 brigs, Sicilian ; 1 barque, 1 brig, Swedish ; 2 brigs, Russian ; 1 brig, French ; 1 brig, Spanish ; 1 brig, Bremen, and the remainder American.

The above are exclusive of a large number of wood-coasters, and vessels sailing under licences, and which neither enter nor clear at the custom-house. The disparity between the arrivals and clearances is owing to this fact. A great number of vessels arrive which do not clear at the custom-house before sailing.

During the year, the royal mail steamships Caledonia and Acadia, running between Boston and Liverpool, have entered and cleared at the custom-house five times each. The Hibernia has entered five, and cleared four times. The Britannia has entered and cleared

three times. The Columbia entered and cleared twice, and was lost on her passage to Halifax, July 2d.

There have also been in port during the year (having arrived from foreign ports), British steamship North America, steamers Portland and Penobscot, her Britannic Majesty's surveying steamship Columbia, and her Britannic Majesty's frigate Spartan. Also, a number of vessels belonging to the United States navy.

The following statements exhibit the imports into Boston of some of the principal articles of Merchandise during the year 1843, commencing on the 1st of January, and ending on the 31st of December :—

IMPORTS of United States Coal into Boston.

Year.	tons.	bushels.	Year.	tons.	bushels.
1843.....	117,451	150,813	1830.....	90,485	144,475
1842.....	90,276	121,800	1831.....	71,364	107,675
1841.....	110,032	124,041	1832.....	80,557	109,275
1840.....	73,847	92,370			

Of imports for 1843, there were received from Philadelphia, 103,295; Rondout, 8601; Havre de Grace, 1638; Rhode Island, 1564; other places, 2353 tons of coal.

IMPORTS of Foreign Coal.

Year.	tons.	chaldrons.	Year.	tons.	chaldrons.
1843.....	5,050	17,400	1830.....	5,880	26,277
1842.....	11,014	18,460	1831.....	10,341	16,661
1841.....	12,754	27,187	1832.....	11,873	29,691
1840.....	9,110	25,753			

The foreign coal has been imported principally from Liverpool, Newcastle, Cardiff, Sidney, Pictou, &c.

The Quantity of Corn, Oats, Rye, and Shorts, received at the Port of Boston, from different places, in 1843, and total of each year, from 1837 to 1843, was as follows :—

FROM	Corn.	Oats.	Rye.	Shorts.
	bushels.	bushels.	bushels.	bushels.
New Orleans.....	399,750	5,321	1,092	
Mobile.....	1,192			
Elizabeth city.....	13,097			
Fredericksburg.....	92,380			
Rappahannock.....	18,400			
Alexandria.....	30,373			
Georgetown.....	15,780			
Other ports in Virginia.....	12,433			
Baltimore.....	278,439	57,809	2,721	742
Ports in Delaware.....	65,510	13,250		
Philadelphia.....	298,841	33,392	5,559	
Salem, New Jersey.....	40,105	10,943	300	
New York.....	137,726	153,573	8,050	18,220
Albany.....	13,816	34,624	800	19,430
Other ports in New York.....	12,600	15,350	1,650	
Western railroad.....	8,004	109,040	6,881	1,450
Ports in Connecticut.....		400		900
Maine.....		34,250		
Nova Scotia.....		80		
Total 1843.....	1,540,306	468,032	25,953	40,751
" 1842.....	1,835,163	393,474	30,123	91,723
" 1841.....	2,044,129	356,502	34,128	44,047
" 1840.....	1,868,431	437,948	48,026	57,037
" 1839.....	1,606,492	430,141	48,624	52,753
" 1838.....	1,374,038	443,657	102,473	49,082
" 1837.....	1,725,436	405,173	86,391	48,634

The total quantity of flour received at the port of Boston for each year, from 1837 to 1843, ending 31st of December, was as follows :—

Year.	barrels.	Year.	barrels.
1843.....	619,064	1830.....	451,077
1842.....	609,460	1831.....	376,704
1841.....	574,232	1832.....	423,248
1840.....	619,261		

RECEIPTS of Flour into Boston, by the Western Railroad.

1843			1842		
Months.	brls.	half brls.	Months.	brls.	half brls.
January	1,217	64	January		
February	318	48	February		
March	1,682	208	March		
April	395	68	April	199	
May	11,228	763	May	4,182	144
June	4,792	325	June	2,800	
July	11,858	167	July	6,973	82
August	7,839	134	August	4,782	60
September	10,171	263	September	21,048	254
October	32,374	412	October	30,088	632
November	32,815	111	November	15,667	300
December	6,395	209	December	1,116	11
	121,604	3924		87,085	1536
Halves equal to	1,902		Halves equal to	708	
	123,506 brls			87,793 brls.	
1843			123,506 barrels.		
1842			87,853 "		
Total			211,419 "		

The imports of molasses into Boston, in hogsheads, were—

Years.	hhd's.	Years.	hhd's.
1838	65,660	1841	78,062
1839	72,267	1842	73,991
1840	79,546	1843	63,675

The imports of spirits during the year ending December 31, 1843, have been—

Same period, 1842	1,350 packages, containing 120,318 gallons.
" 1841	2,692 " 205,641 "
" 1840	4,143 " 323,010 "
" 1839	4,282 " 413,654 "
" 1838	5,245 " 431,438 "
Deficiency compared with 1839	3,686 " 302,090 "
Foreign spirits exported 1843	60 " 4,970 "
Domestic " 1843	6,033 " 273,758 "
Foreign " 1842	122 " 7,737 "
Domestic " 1842	8,809 " 447,352 "
Foreign " 1841	4,113 " 323,010 "
Domestic " 1841	11,461 " 626,498 "

Compared with 1841, there is a falling off in the traffic 10,511 packages, equal to 670,789 gallons.

The importation of sugar into the port of Boston, for the year ending December 31, 1843, has been as follows:—

Countries.	lbs. brown.	lbs. white.
Cuba	17,652,954	1,131,731
Manilla	4,295,123	294
Dutch West Indies	18,065	
Spanish West Indies	1,504,221	
British East Indies	200	
Brazilian ports	4,007	920
Danish West Indies	260,360	
British American Colonies	15,518	9,450
South Seas	9,817	
Total	23,658,165	1,142,404
" 1842	29,541,675	8,095,337
" 1841	31,090,342	11,262,061
" 1840	29,978,074	9,704,821
English refined, imported in 1843		222,467

The tonnage belonging to the citizens of Boston is not confined to her own port, but it is well known that one-third of the commerce of New York, from the year 1839 to 1842, was carried on either upon Massachusetts' account, or in Massachusetts vessels; and the ships of Massachusetts also carry on a considerable portion of the trade of New York, particularly with the East India trade. From the report of the secretary of the treasury, Mr. Spencer, it appears that the tonnage of Boston, during the year ending the 30th of September, 1842, was as follows:—

Registered tonnage, 157,116.70-95ths; enrolled and licensed tonnage, 36,385.48-95ths: the total tonnage being 193,502.23-95ths. There were also thirty-eight vessels built within that year.

"The principal exports of domestic, or coarse woven cottons from the port of Boston, are to the East Indies, the West Indies, Mexico, South America, Turkey, Smyrna, Central America, Hayti, the South Pacific, Canton, and Honduras. Although a late exportation of cotton goods to Canton was attended with an alleged loss, still that particular consignment is stated to have been made with but little care, as the goods were of inferior quality. In order to supply the manufactures of cotton goods, within the vicinity of Boston, the great bulk of the cotton to be worked up in those establishments must be carried into her own port. As the cotton thus imported is distributed into the interior by railroad and other conveyances, and as it is nearly all consumed in the neighbouring factories, the increase of manufactures may be judged from the following returns:—

IMPORTATION of Cotton into Boston, for Fourteen Years.

Y E A R S.	From New Orleans.	From Charleston.	From Savannah.	From Mobile.	From Florida.	From Natchez.
	bales.	bales.	bales.	bales.	bales.	bales.
1830.....	20,609	8,605	9,170	3,995	70	
1831.....	30,300	7,159	5,008	6,035	479	
1832.....	25,003	15,470	9,516	7,213	59	
1833.....	29,301	8,761	6,699	5,781	106	
1834.....	27,342	14,474	6,648	5,593	41	
1835.....	43,259	13,453	6,794	14,019	868	
1836.....	37,008	17,868	8,879	12,680	2,813	
1837.....	39,523	18,835	10,922	7,073	3,633	
1838.....	44,523	14,821	11,123	7,821	10,313	2,637
1839.....	48,103	9,340	6,306	14,593	9,146	3,798
1840.....	65,070	22,889	9,137	10,941	14,499	3,278
1841.....	72,966	12,228	5,721	28,100	10,406	950
1842.....	56,343	10,586	11,334	19,204	11,201	253
1843.....	73,022	16,739	15,565	24,861	20,704	
Total.....	613,068	200,237	128,888	181,832	84,437	10,516

Y E A R S.	From New York.	From North Carolina.	From Virginia.	From Philadelphia.	From Baltimore.	From other places.	TOTAL.
	bales.	bales.	bales.	bales.	bales.	bales.	bales.
1830.....	1,664	1202	272	345	..	265	46,203
1831.....	978	1978	660	171	..	347	53,810
1832.....	679	467	279	..	23	213	60,011
1833.....	1,584	1231	..	253	99	324	54,139
1834.....	1,759	199	217	..	18	21	60,312
1835.....	1,506	404	74	..	..	172	80,709
1836.....	1,984	369	194	15	..	175	82,885
1837.....	1,146	128	90	46	20	368	82,684
1838.....	4,383	115	344	9	21	528	96,636
1839.....	2,926	38	112	..	..	50	94,301
1840.....	3,296	38	118	183	..	257	138,709
1841.....	495	33	2	102	45	692	131,860
1842.....	891	42	60	274	76	416	119,670
1843.....	505	17	10	25	1	74	151,523
Total.....	28,755	6331	2422	1483	303	3000	1,253,512

"This trade in cotton forms, by railway and canal, the chief source of the trade between Boston and Lowell.

"Another important source from which the commerce of Boston is derived, and, indeed, the branch of commerce in which the state of Massachusetts takes the lead, is the fisheries. This fact is owing to the circumstance of its proximity to the fishing grounds of the northern part of our coast, the banks of Newfoundland, and other fishing stations. The populous towns that are scattered along the neighbouring coast, from its port to Cape Cod, and the mouth of the Penobscot, have each a large number of vessels employed in the cod, herring, and mackerel fisheries; and these fishing vessels sail from those ports to the various fishing stations, not only upon our own coast, but even to the banks of Newfoundland, returning to pour into the port of Boston the products of this most important branch of our maritime enterprise. From the port of Boston, the products of the cod, the herring, and the mackerel fishery, are distributed not only into various parts of the interior. The coastwise to the prominent ports of the frontier, even to the mouth of the Mississippi. The Rail-considerable portion being exported abroad."—*Lawman's Commerce of Boston*, facilitate the

Of the 773,947 quintals of smoked and dried fish, the total product of the union, the state of Massachusetts furnished 389,715 quintals. Of the total product of 472,359 barrels of pickled fish, the total product of the United States, Massachusetts furnished 124,755 barrels. Of the 4,764,708 gallons of spermaceti oil, the product of the United States, Massachusetts supplied 3,630,973 gallons; and of the whale and fish oils furnished by the United States, and amounting to 7,536,778 gallons, Massachusetts alone contributed 3,364,725 gallons. A more prominent fact may be stated, that, of the 16,429,623 dollars, the capital invested throughout the United States in the fisheries, Massachusetts alone supplies 11,725,850 dollars of that capital.—*Official Returns. Lanman.*

In the India trade Boston exceeds any other port of the United States. It appears that, during the year 1843, eight of the arrivals at the latter port consisted of ships belonging to Boston merchants, while others were freighted on Boston account. Eight vessels belonging to the port of Boston were cleared from the harbour of New York. The East India trade, formerly prosecuted to a considerable extent from the port of Salem, has been diverted to other ports, and Boston now holds the larger share. There were cleared from the port of Boston, for ports in the East Indies and ports beyond Cape Horn, during the year 1843, twenty-eight arrivals, from the following places: viz., eleven from Calcutta, nine from Manilla, two from Canton, one from Singapore, two from the Sandwich Islands, one from California, and two from Valparaiso. During the same year, there were cleared at Boston twelve vessels for Canton, fifteen for Calcutta, four for Sumatra, six for Manilla, two for Batavia, one for Singapore, four for the Sandwich Isles, one for Madras and Calcutta, one for Cape Town and Manilla, one for Hong-Kong (China), two for the north-west coast, via Europe, one for Cape Town and Calcutta, one for Cape Town, one for New South Wales and Manilla, seven for Valparaiso, one for Batavia and Manilla, one for Batavia and Canton, two for California, one for Sumatra, via Amsterdam, one for Monte Video and Batavia, and one for Manilla and Mauritius, the total number of clearances to those ports being sixty-six.—*Lanman.*

The first export of cotton goods to China was made in 1827, and it consisted chiefly of yarn, amounting in value to about 9000 or 10,000 dollars, since which time the trade has gradually increased. As late as 1841, it amounted to 173,775 dollars, the succeeding year it had advanced to the value of 497,318 dollars, and in 1843 it was estimated in Boston that it had reached 2,000,000 dollars during that year. From returns now before us, it appears that, in 1842, there were exported from the United States to China, goods to the value of 737,509 dollars, much the greater part of which consisted in the product of the cotton manufactures, it comprising nearly one-half of the total export. The imports during that year amounted in value to 8,790,735 dollars. They consisted of teas, coffee, and other articles, the balance of the trade with that government during the year being a little more than 8,000,000 dollars. The principal imports of China to this country, are tea, silks, and nankeens.—*Lanman. Official Returns, &c.*

LOWELL is situated twenty-five miles north-north-west from Boston, on the south side of the Merrimac, below Pawtucket falls, and where the Concord joins the former river. In 1820, its population was under 200 inhabitants; value of the property about 100,000 dollars; in 1826, incorporated as a town; and, in 1836, as a city; population, in 1830, 6474; in 1840, 20,796; in assessed value of property, 12,400,000 dollars. The natural water power is great, and is extended by a canal sixty feet wide, eight feet deep, and a mile and a half long, from Pawtucket falls to Concord river. From the main canal the water is carried off, by lateral ones, to the mills. "The whole fall for this extent of the Merrimac is thirty feet, and the quantity of water never fails short of 2000 cubic feet per second, and is very rarely so low as that. This quantity of water is estimated to move 286,000 spindles, with all the preparatory machinery. There is, therefore, an unimproved water power at this place, sufficient to carry eleven mills of the usual size, making the whole number of mills thirty-nine, when all the water is improved."

The Merrimac corporation owns the Pawtucket canal, which supplies all the water power, and have purchased all the lands adjoining the river on both sides of the falls. The September, 1844, *Jundlord* and *grantor* of nearly all the other corporations. They have an Registered tonnage shop, of brick, five stories high, and 250 feet long; an iron foundry, and the total tonnage being machine, with ample workshops, furnaces, and outbuildings. "They within that year.

give constant employment to the most skilful mechanics, who manufacture the machinery for the mills, and cars and locomotives for railroads, which are sent to every part of the union. When a new company is formed, it contracts with the Proprietors of Locks and Canals, for land and for water power, sufficient to drive the contemplated number of spindles; for which an annual rent is paid. They then contract with the proprietors to erect the desired number of mills, and to fill them with machinery ready for running; and to erect counting-houses, warehouses, and boarding-houses, sufficient for all operatives to be employed in the mills. For the whole, a gross sum is paid; and the new company has little concern in the matter, excepting to see that every thing is done according to contract, until the first mill is ready to run. This arrangement is found advantageous to both parties. The machine shop can furnish machinery complete for a mill of 5000 spindles, in four months. All the mills, warehouses, counting-houses, and boarding-houses, excepting the boarding-houses of the oldest company, are of brick, neatly and substantially built, and are about 157 feet long, forty-five feet broad, and from four to seven stories high. These works were founded, and are still maintained, by the capitalists of Boston.

"Eleven incorporated manufacturing companies in this city, with an aggregate capital of 10,500,000 dollars, are supplied with water by the Pawtucket canal, from the original company, above named. The whole number of mills which belong to the eleven corporations, exclusive of print works, is thirty-two; the number of spindles, 166,044; and 5183 looms. Females employed, 6430; males, 2077. Very few children are employed, probably not 200, under fifteen years of age. The companies produce 58,263,000 yards of cloth annually. They consume 19,255,000 pounds of cotton, or 53,340 bales a year. Two companies have print works and dye houses, and together produce 13,780,000 yards of dyed and printed cloth annually.

"The goods manufactured at Lowell are sheetings, flannels, drillings, prints, shirtings, negro-cloth, carpets, rugs, broadcloths, waterproof woollens, and cassimeres.

"For manufacturing purposes, 200 chaldrons of smiths' coal are consumed in a year; 11,460 tons of anthracite coal; 500,000 bushels of charcoal; 3510 cords of wood; 3000 barrels of flour for starch; 600,000 pounds of starch; 65,289 gallons of oil, of which 5000 gallons are olive oil.

"Besides the above-named companies, there are in the city, the Lowell Bleachery, with a capital of 50,000 dollars; Whitney Mills, capital 100,000 dollars, for the manufacture of milled blankets; and extensive powder mills, which make superior gunpowder. There are also various mills and manufactories, owned by individuals. New companies and manufactories are continually springing up; and much water power is unimproved.

"The average wages of female operatives, exclusive of board, is two dollars a week, but some of them earn double that; the males, on an average, earn eighty cents a day, exclusive of board. All the corporations and private companies pay off their hands once a month, but on different days. The whole amount of wages paid to operatives in each month, is 160,000 dollars on an average; a very considerable portion of which is deposited by the receivers in the 'Lowell Savings' Institution."—*U. S. Gaz.*, 1844.

The following statistics of the manufactures of Lowell, on the 1st of January, 1841, are compiled, by Mr. Lauman, from authentic sources. There are eleven companies or corporations: viz., the Lock and Canal, Merrimac, Hamilton, Appleton, Lowell, Middlesex, Suffolk, Tremont, Lawrence, Boot, and Massachusetts. We give statistics of each company as follows:—

Lock and Canal, incorporated 1792, commenced operations 1822, capital stock, 600,000 dollars; has two shops, smithy and furnace; employs 500 males; manufactures 1225 tons of wrought and cast iron per annum, consisting of machinery, railroad cars, and engines; and consumes 15,000 bushels of charcoal, 200 chaldrons of smiths' coal, 400 tons of hard, 200 cords of wood, and 2300 gallons of oil per annum.

Merrimac, incorporated in 1822, commenced operations in 1823, capital ^{needed by} 2,000,000 dollars; has five mills and print-works, 40,384 spindles, and 1300 ^{to neces-} employs 1250 females, and 550 males; makes 250,000 yards of cotton per w⁸²⁸. The uses 150 bales of cotton in the same time, or 56,000 lbs.; yards dyed and printed. The kind of goods manufactured by this company are prints and sheetings, N^o facilitate the

Consumes per annum, of anthracite coal, 5000 tons; of wood, 200 cords; of oil, 13,000 gallons.

Hamilton, incorporated in 1825, commenced operations same year, capital stock, 1,000,000 dollars; has three mills and print-works, 21,248 spindles, and 590 looms; employs 650 females, and 250 males; makes 100,000 yards per week; uses 100 bales, or 42,000 lbs.; prints and dyes 63,000 yards. The kind of goods manufactured are prints, flannels, sheetings, &c., from Nos. 14 to 20. Consumes 3000 tons of anthracite coal, 500 cords of wood, and 6500 gallons of oil.

Appleton, incorporated in 1828, commenced operations the same year, with a capital of 600,000 dollars; has two mills, 11,776 spindles, and 400 looms; employs 340 females, and sixty-five males; manufactures 100,000 yards per week; uses ninety bales of cotton, or 36,000 lbs. The kind of goods manufactured by this company are sheetings and shirtings. Consumes 300 tons of anthracite coal, and 3440 gallons of oil.

Lowell, incorporated in 1828, commenced operations the same year, with a capital stock of 600,000 dollars; has two mills, one cotton and one carpet; has 6000 cotton spindles, besides wool; 152 cotton looms, fifty power carpet, and forty hand-loom; employs 400 females, and 200 males; manufactures per week 2500 yards; carpets, 150; rugs, 85,000; uses 110 bales, and 40,000 lbs. of cotton wrought per week. The kind of goods manufactured are carpets, rugs, and negro cloth. Consumes 500 tons of anthracite coal, 500 cords of wood, 4000 gallons of olive oil, and 4000 gallons of sperm oil per annum.

Middlesex, incorporated in 1830, commenced operations the same year, capital stock, 750,000 dollars; has two mills, and two dye-houses; 7200 spindles; thirty-seven looms for broadcloth, and 122 for cassimere; employs 550 females, and 250 males; makes per week 9000 yards of cassimere, 1800 yards of broadcloth; consumes 1,000,000 lbs. wool, and 3,000,000 teasels; uses 600 tons of anthracite coal, and 1500 cords of wood; 15,000 gallons of lard oil, and 5000 gallons of sperm oil.

Suffolk, incorporated in 1830, and commenced operations in 1832; capital stock 600,000 dollars; has two mills, 11,776 spindles, and 352 looms; employs 340 females, and seventy males; makes 90,000 yards of drillings per week; uses ninety bales of cotton, or 32,000 lbs.; consumes 300 tons of anthracite coal, seventy cords of wood, and 3500 gallons of oil.

Tremont, incorporated in 1830, commenced operations in 1832; capital stock, 600,000 dollars; has two mills, 11,520 spindles, and 409 looms; employs 360 females, and seventy males; makes 115,000 yards of sheeting and shirting per week; consumes seventy-five bales, or 30,000 lbs. of cotton per week; uses 250 tons of anthracite coal, and sixty cords of wood per annum.

Lawrence, incorporated in 1830, and commenced operations in 1833; capital stock, 500,000 dollars; has five mills, 32,640 spindles, and 950 looms; employs 900 females, and 170 males; makes 210,000 yards per week, and consumes 180 bales, or 65,000 lbs. of cotton per week. The goods manufactured are printed cloths, sheetings and shirtings, Nos. 14 to 30. Consumes 650 tons of anthracite coal, 120 cords of wood, and 8217 gallons of oil per annum.

Boot, incorporated in 1835, commenced operations in 1836; capital stock, 1,200,000 dollars; has four mills, 31,524 spindles, and 910 looms; employs 780 females, and 130 males; makes 180,000 yards per week; uses 145 bales, or 59,000 lbs. of cotton per week. The goods made, are drillings, shirtings, and printed cloth. Consuming 750 tons of anthracite coal, seventy cords of wood, and 7100 gallons of oil per annum.

Massachusetts, incorporated in 1839, commenced operations in 1840; capital stock, 1,200,000 dollars; has four mills, 27,008 spindles, and 882 looms; employs 725 females, 160 males; makes 260,000 yards per week, and consumes 200 bales, or 80,000 lbs. ton. The goods made are sheetings, shirtings, and drillings. Consumes 750 tons of anthracite coal, seventy cords of wood, and 7100 gallons of oil per annum.

Invested as above	dollars	10,650,000
per annum	yards	74,141,600

Cotton consumed	lbs.	22,880,000
Assuming half to be upland, and half New Orleans and Alabama, the consumption in bales, 361 lbs. each is		58,240
A pound of cotton averages 3 1-5 yards.		
100 lbs. of cotton will produce 89 lbs. of cloth.		
Average wages of females, clear of board, per week	dollars	1 75
" males, " per day	do.	70
Medium produce of a loom, No. 14 yarn, per day	yards	44 to 45
" " " 80 "	do.	30
Average per spindle, per day	do.	1 to 1-10
Average amount of wages paid, per month	dollars	150,000
Consumption of starch per annum	lbs.	800,000
Consumption of flour for starch in mills, print-works, and bleachery per annum	barrels	4,000
Consumption of charcoal per annum	bushels	600,000

The Lock and Canal machine shop, included among the thirty-three mills, can furnish machinery complete for a mill of 5000 spindles in four months; and lumber and materials are always at command, with which to build or rebuild a mill in that time, if required. When building mills, the Lock and Canal Company employ, directly and indirectly, from 1000 to 1200 hands.

To the above-named principal establishments, may be added the Lowell Water-Proofing, connected with the Middlesex Manufacturing Company; the extensive powder-mills of O. M. Whipple, Esq.; the Lowell Bleachery, with a capital of 50,000 dollars; flannel-mill, blanket-mill, batting-mill, paper-mill, card and whip factory, planing-machine, reed-machine, foundry, grist and saw-mills; together employing about 500 hands, and a capital of 500,000 dollars.—*Lanman, &c.*

"A railroad from Lowell to Boston, twenty-six miles, was completed in 1835, which is very thoroughly constructed. Andover Branch railroad extends from it, ten miles from the city, and goes to Dover, New Hampshire. The Lowell and Nashua railroad extends nine miles to New Hampshire line. The Merrimac canal leaves the Merrimac, two miles above Lowell, and proceeds to Boston harbour.

"Among the literary institutions, the Lyceum, for procuring courses of lectures, and for debate, has existed a number of years; and more recently, the Lowell Institute has been formed, for similar purposes. But the most remarkable institution is the Mechanics' Association, formed by intelligent mechanics, and incorporated many years ago. They have a costly brick edifice, called Mechanics' Hall, which has a fine lecture-room, in which courses are annually delivered, together with a handsome library, and an extensive reading-room, which is always open, and a fine mineralogical cabinet.

"The citizens of Lowell have taken a great interest in the cause of education. The whole amount raised in 1840 for schools, by taxation, was 17,500 dollars. Besides this, the city erected an elegant edifice for a high school, which cost 28,000 dollars; and two houses for grammar schools, which cost together 30,000 dollars. There are twenty-nine public free schools. There are six grammar schools, besides the two above mentioned. About one eighth of the population is Catholic, but they have entered with spirit, into the business of education. The whole number of pupils in all the schools is over 4000.

“ There are two newspapers in the place, each published tri-weekly ; two weekly papers from the same offices, and three other weekly papers devoted to religion and literature. A magazine, called ‘ The Offering,’ is issued, consisting of original communications, chiefly by the young ladies in the factories, under the general superintendence of a clergyman, which is very respectable.

"There are fifteen congregations with settled ministers, and several others which constantly worship in halls, and the churches are well attended. It is abundantly proved by this splendid model of American manufacturing cities, that this employment has no necessary tendency to depress the intellect, or to corrupt the morals.

"The Lowell Bank, with a capital of 250,000 dollars, was chartered in 1828. The Savings' Bank was chartered in 1829, and has its office at the Lowell Bank. The Railroad Bank was chartered in 1831, with a capital of 800,000 dollars, to facilitate the

financial affairs of the manufacturing companies, most of which pay their operatives in its bills.

"The territory of Lowell does not exceed two miles square. The Indian name of it was *Wamsit*, the seat of a tribe of *praying* Indians, at the breaking out of Philips' war, in 1765. It was named in honour of Francis C. Lowell, of Boston, distinguished for his efforts to introduce the cotton manufacture into the United States.

"That a place which, twenty years since, had not a 'local habitation, nor a name,' should have become the second place in population in Massachusetts, the fourteenth in the United States, larger than any city south of the Potomac, excepting Charleston and New Orleans, is proof of what manufactures, properly conducted, can accomplish. Nor have these manufacturers benefited themselves more than they have promoted the public interest. Cottons which, twenty years since, would have cost thirty cents a yard, can now be purchased for six cents; and such establishments as those at Lowell, have wrought this change."—*U. S. Gaz.*, 1844.

In 1840, there were 191 stores, capital 373,300 dollars; five lumber yards, capital 19,000 dollars; one furnace, capital 3500 dollars; four fulling mills, eight woollen factories, capital 551,300 dollars; twenty-six cotton factories, 166,000 spindles; three dyeing and printing establishments, total capital 8,000,000 dollars; three powder mills, capital 150,000 dollars; one paper factory, capital 8000 dollars; one flouring mill, three grist mills, one saw mill, capital 50,000 dollars; two printing offices, two binderies, three weekly newspapers, two semi-weekly newspapers, and one periodical, capital 10,000 dollars. Total capital in manufactures, 8,837,460 dollars.—*Official Returns to Congress*.

SALEM is situated in 42 deg. 34 min. north latitude, and 70 deg. 5 min. west longitude from Greenwich, and in 6 deg. east longitude from Washington. It is fourteen miles north-north-west from Boston, and 454 miles north-east from Washington. The population, in 1810, was 12,613; 1820, 12,731; 1830, 13,886; 1840, 15,082. Employed in commerce, 287; manufactures and trades, 1188; navigating the ocean, 1301; learned professions, &c., 52.

It stands chiefly on a tongue of land formed by two inlets of the sea, called North and South rivers: over the former there is a bridge, upwards of 1500 feet long, connecting it with Beverley. The harbour in South River has good anchorage ground, but vessels drawing more than twelve or fourteen feet of water are partly unloaded before they can come to the wharfs. The situation of Salem is low, but healthy. It is well built, and most of the houses which have been recently erected are of brick. The streets are irregular. In the northern part of the town there is a public square or common, containing about ten acres, surrounded by a public walk, ornamented with trees. An aqueduct supplies the city with excellent spring water. Salem was long the second town in New England in wealth, commerce, and population. Providence and Lowell now exceed it in population, and New Bedford in shipping. It was long pre-eminent for its East India trade, by which it was chiefly enriched; but this branch of commerce, though still carried on, is far less extensive than formerly. On a peninsula below the town are Fort Pickering and Fort Lee; and on Baker's Island there is a lighthouse. The tonnage of this port in 1840, was 37,020 tons.

The public buildings are, a court house, a gaol, an almshouse, a market house, and East India Marine Museum, a lyceum, &c. It has nine banks, with an aggregate capital of 2,000,000 dollars; six insurance companies, with a total capital of 950,000 dollars; a marine insurance company, and an institution for savings. There are two public libraries, an athenæum, containing 10,000 volumes, and a mechanics' library, containing 1200 volumes. There are sixteen churches—four Unitarian, four Congregational, two Baptist, one Episcopal, one Methodist, one Christian, one Roman Catholic, one Friends', and one Universalist.

There is a marine society, formed, in 1841, of those who, as captains or supercargoes, have doubled the Cape of Good Hope or Cape Horn, for the relief of the families of its members, and for advancing the knowledge necessary for the East India trade. It has a museum, consisting of curiosities collected from all parts of the world. To this museum strangers have free access, when introduced by a member.—*U. S. Gaz. Official Returns*.

There were, in 1840, forty-five commercial houses, eighty retail stores, with a capital

of 130,000 dollars; capital invested in the fisheries, 200,000 dollars; seventeen tanneries, capital 75,000 dollars; four distilleries, capital 35,000 dollars; paints, drugs, &c., capital 140,000 dollars; four rope walks, capital 83,000 dollars; two grist mills, two saw mills, capital 50,000 dollars; three printing offices, two weekly and two semi-weekly newspapers, capital 9000 dollars. Total capital in manufactures, 1,439,000 dollars. One academy, thirty-two students, seventy-seven schools, 2965 scholars.—*Official Returns.*

ANDOVER is on the south-west side of the Merrimac river, and is watered also by the Shawsheen. The streams furnish good water power, which is extensively employed in manufacturing. It had, in 1840, fourteen stores, capital 4700 dollars; five fulling mills, six woollen factories, one furnace, one tannery, three grist mills, five saw mills. Capital in manufactures, 417,700 dollars. The south village contains five churches—one Congregational, one Episcopal, one Baptist, one Universalist, and one Methodist; a bank, a savings' institution, an insurance office, Philips' Academy, and the Andover Theological Seminary. Philips' Academy was founded in 1788, by the Hon. Samuel and John Philips. It has funds to the amount of over 50,000 dollars. The number of students is limited to 130, which is its usual number, all of whom study the learned languages, under a principal and three assistants. The academic building is of brick, eighty feet by forty, on a range with the theological buildings, forty rods distant. This is the best endowed academy in the state.

The Andover Theological Seminary was founded in 1807, and opened in the autumn of 1808. The buildings consist of three dwelling-houses for professors, a steward's house, containing a dining-hall; and three public edifices of brick; Philips' Hall, ninety feet by forty, four stories, containing thirty-two rooms for students; Bartlet Chapel, ninety-four feet by forty, containing a chapel, library, and three lecture-rooms; and Bartlet Hall, 104 feet by forty, four stories, containing thirty-two suites of rooms for students. The institution is under a president and four professors: the associate professor of sacred literature, the Abbott professor of Christian theology, the Bartlet professor of sacred rhetoric, and the Brown professor of sacred rhetoric and ecclesiastical history. The students on entering are required to have a liberal education, and testimonials of good character and talents, and complete their course in three years. They are divided into the junior, middle, and senior classes. Tuition and room rent are free to all, and further aid is furnished to the indigent. A public examination and commencement are held on the fourth Wednesday of September. It has 142 students; 785 have completed their education here since its first establishment; and the libraries contain 17,500 volumes. The whole amount contributed by its donors is about 400,000 dollars. A seminary for teachers was founded in Andover in 1830, which gives a thorough education, and promises to be of great use in preparing competent teachers for schools. Manual labour is connected with the institution. Population, 1830, 4540; 1840, 5207.—*Official Returns. U. S. Gaz.*

ABINGTON had, in 1840, twenty stores, with a capital of 27,400 dollars; hardware and cutlery manufactories, 34,533 dollars; of leather, 621,100 dollars. It has one tannery, five grist mills, nine saw mills. Capital in manufactures, 163,650 dollars. Ten schools, 673 scholars. Population, 3214.—*Official Returns.*

ADAMS, is situated 132 miles north of Boston, on a branch of the Hoosack river, over a branch of which there is a natural bridge, sixty feet above the surface of the stream. This place consists of two villages, in both of which there were, in 1840, 3703 inhabitants; a bank, with a capital of 200,000 dollars; eighteen stores; fourteen cotton manufactories; with 18,320 spindles; one dyeing and printing establishment; value of cotton manufactures produced, 481,107 dollars; capital employed, 316,000 dollars; exclusive of 172,900 dollars capital employed in saw mills, leather, and other manufactories.—*Official Returns.*

AMESBURY, forty-four miles north-east of Boston, is situated on the north side of the Merrimac. A pond, covering about 1000 acres, ninety feet above tidewater, furnishes, by its outlet, extensive water power. Powow river runs through it, and furnishes mill seats. This river is navigable to the falls, and large ships are built here, and floated through the Merrimac to the ocean. There were in the township fifteen stores, capital 18,170 dollars; ten fulling mills, two woollen factories, three tanneries, one pottery, four grist mills, two saw mills. Capital in manufactures, 246,715 dollars. One academy, forty students, fifteen common schools, 646 scholars. Population, 2471.—*Official Returns.*

AMHERST, eighty-two miles west of Boston. Two branches of the Connecticut river furnish good water power. It had, in 1840, fourteen stores, capital 48,000 dollars; two woollen factories, one tannery, two grist mills, two saw mills. Capital in manufactures, 62,400 dollars. It was separated from Hadley, and incorporated in 1759. It is the seat of Amherst College, a flourishing institution, which was founded in 1821, and incorporated in 1825. It has a president and ten professors, or other instructors. The whole number of alumni is 613, of whom 137 have been ministers of the gospel. It has (1841) 157 students, and 15,000 volumes in its libraries. Its philosophical apparatus is very complete, and it has a fine cabinet of natural history, including mineralogy. The necessary expenses are from 113 dollars to 137 dollars annually. The rooms of indigent students are supplied with furniture. The commencement is on the fourth Wednesday of August. The buildings are convenient and commanding. The institution has been supported chiefly by private liberality. Amherst has two parishes, in each of which is a pleasant village and a Congregational church. It has one academy, eighty-seven students, eight schools, 586 scholars. Population, 2550.—*Official Returns. U. S. Gaz.*

ATHOL, sixty-nine miles west-north-west of Boston. Incorporated, 1762. It is watered by Miller's river, which affords an extensive water power. It has five stores, capital 20,000 dollars; one furnace, two tanneries, three grist mills, nine saw mills. Capital in manufactures, 48,625 dollars. Population, 1591.—*Official Returns.*

ATTLEBOROUGH, thirty miles south of Boston. Incorporated, 1694. Branches of the Pawtucket river pass through the township, and afford extensive water power. It has eight stores, six cotton factories, with 9846 spindles; value produced, 150,000 dollars; two grist mills, three saw mills, one button manufactory. Total capital in manufactures, 280,000 dollars. Population, 3585.—*Official Returns.*

BARNSTABLE, township and harbour, seventy-four miles from Boston, on the south side of Barnstable bay, within Cape Cod; tonnage of the port in 1840, 56,556. It has twenty-nine stores, and 57,000 dollars employed in the fisheries; and 30,050 dollars in salt and leather manufactories. Population of the township, which includes the best lands of Cape Cod, amounted, in 1840, to 4301 inhabitants. The harbour has only seven to eight feet of water over the bar.—*Official Returns.*

CAPE COD harbour, within Race point, and near Provincetown, is considered a harbour well adapted for shelter to vessels of the larger class. Among the documents which have been published by order of the Massachusetts house of representatives, is a map of the extremity of Cape Cod, including the towns of Provincetown and Truro, with a chart of the adjoining coast, and of Cape Cod harbour, from surveys and drawings made under the direction of Major J. D. Graham, of the United States topographical engineers. It is drawn on a scale of six inches to a mile, making a large map of four sheets. We find it stated in a note appended to the chart, that "this harbour affords every convenience as a watering station for shipping; the greatest abundance of pure fresh water being obtained in the village of Provincetown, from wells sunk in the sand." The inhabitants of Cape Cod and the whole of its bay, and the harbours along its external course, facing the Atlantic, are chiefly employed in the fisheries. The following, exclusive of Barnstable, are the most important places. First, within the bay:

PROVINCETOWN, by land 123 miles from Boston. Situated on the extreme north-west point of Cape Cod. The surface consists of beaches, sand hills, eight shallow ponds, and a number of swamps. The harbour within the curve of the cape is easy of access, spacious and safe, with a sufficient depth of water for the largest ships. The village is inhabited chiefly by fishermen, and the cod and mackerel fisheries employ about 1000 men and boys. The houses are chiefly on one street, two miles long, following the course of the beach. It contains three churches—one Congregational, one Methodist, and one Universalist. The soil is a loose sand. Salt is extensively manufactured, and there are many windmills to raise the water into vats for evaporation. Good water is obtained at a moderate depth, a little distance from the shore. There are in the town, fifteen stores, capital 30,100 dollars; two lumber yards, capital 3750 dollars. Capital in manufactures, 13,200 dollars. Population, 2122.—*Official Returns.*

TRURO, sixty-five miles by sea, and 112 miles by land, from Boston; has four places of worship; 1920 inhabitants, employed variously.

WELLFLEET has a tolerably good harbour within the bay, a scattered population of 237 inhabitants, employed chiefly in the cod and mackerel fisheries, and in manufacturing salt. The principal village is surrounded by sand hills.

DENNIS has several vessels engaged, in the fisheries and coasting trade; in 1840, capital in fisheries, 36,800 dollars. Population, 2942.

SANDWICH, situated on the isthmus of Cape Cod, between Buzzard's and Cape Cod bays. It is the most agricultural township in the county, with some light and unproductive land. It has a number of ponds, which afford fishing and fowling. Deer are still found in this vicinity. The principal village is situated on Cape Cod bay, and contains four churches—one Congregational, one Unitarian, one Methodist, and one Roman Catholic; and an academy, a large glass factory, and about 100 dwellings. There are, in other parts of the town, six other churches—four Methodist, one Congregational, and one Friends. A ship canal five miles long, through level ground, would connect Buzzard's and Cape Cod bays, and save the tedious navigation around the cape. A considerable quantity of salt is manufactured in this township. There were, in 1840, seventeen stores, capital 28,750 dollars; one tannery, one glasshouse, seven grist mills, one saw mill. Capital in manufactures, 283,350 dollars. Population, 3719.—*Official Returns. U. S. Gaz.*

SANDY RIVER, rises in Franklin county. The yards and buildings of the glass works cover six acres of ground. It employs 225 workmen, who, with their families, occupy sixty dwelling houses. The raw materials used per annum, are glass 600 tons; red lead, 700,000 lbs.; pearlash, 450,000 lbs.; saltpetre, 79,000 lbs. They consume 1100 cords of pine wood, 700 cords of oak wood, and 100,000 bushels of bituminous coals. Seventy tons of hay and straw are used in packing the glass. The value of glassware manufactured, is 400,000 dollars per annum; said to be superior to any in Europe. By the application of heated air from the steam engine, to pans containing sea water, they manufacture about 3000 bushels of salt per annum; and all the ashes are bleached, and the lye converted to potash. It is said, that the mere saving to the company, by this species of economy, which is carried through every department, is sufficient to pay a handsome dividend on the stock.—*Official Returns.*

The chief places within the district of Cape Cod, without the bay, are:

EASTHAM, population, in 1840, 9546; engaged chiefly in the fisheries and in making salt.

CHATHAM has a harbour within a bay formed by a long beach. In 1840, population, 2334; employed chiefly in fishing and making salt.

YARMOUTH, in 1840, population, 2534; employed in fisheries and salt works.

HYART'S PORT has a good harbour and a breakwater, constructed by the United States government.

BICESTER is a fishing town, with about 1600 inhabitants.

HANNAH.—In 1840, population engaged in making salt, and in the fisheries.

FALMOUTH, seventy-five miles south-by-east of Boston, is situated on the south-west point of Cape Cod, between Buzzard's bay and Vineyard sound. The soil is light, but the most fertile on the cape. It has several good harbours, of which the best is Wood's Hole, in the south-west part of the township, which has from three to six fathoms of water. Two small streams in the township afford water power. It has some manufactures, but more shipping: much of which is employed in the coasting trade and the fisheries. There were, in 1840, 38,180 bushels of salt produced, and 150,000 dollars invested in the fisheries; sixteen stores, capital 29,500 dollars; two lumber yards, capital 2500 dollars; two fulling mills, one woollen factory, one tannery, five grist mills. Capital in manufactures, 39,150 dollars. Population, 2071.—*U. S. Gaz. Official Returns.*

ORLEANS.—In 1840 the number of inhabitants was 1974, engaged chiefly in fisheries and salt-making.

The other principal places and towns in Massachusetts are—

BAKES, sixty-five miles west of Boston. In 1840, population, 2751. One cotton factory, 2500 spindles.

BEVERLY, sixteen miles north-east of Boston, lies north of Salem, to which it is connected by a bridge 1500 feet long. The inhabitants are chiefly employed in commerce and the fisheries, though they have also considerable manufactures. Incorporated in 1688.

The village has four churches—two Congregational, one Baptist, and one Unitarian; a bank, and an insurance office. There were, in 1840, in the township, one commercial house, capital 10,000 dollars; twenty-two stores, capital 43,000 dollars; one rope factory, two grist mills, one saw mill. Capital in manufactures, 38,500 dollars. Population, 4689.—*Official Returns.*

BRADFORD, thirty-five miles north of Boston, lies on the Merrimac river. The surface is uneven, but the soil is good. Johnson's creek affords water power. A bridge across the Merrimac, 650 feet long, connects this place with Haverhill. It has various manufactures, chiefly of boots and shoes. It had, in 1840, three churches—two Congregational and one Free; twelve stores, capital 13,500 dollars; four tanneries, two grist mills, one saw mill. Capital in manufactures, 76,000 dollars; 65,700 dollars of which is employed in leather manufactures. Population, 2222.—*Official Returns.*

BROOKFIELD, sixty miles west of Boston, is a flourishing agricultural town, well adapted to grazing. It has seven stores, capital 16,700 dollars; one fulling mill, one tannery, one furnace, three grist mills, three saw mills, one printing office. Capital in manufactures, 24,150 dollars. Population, 2472.—*Official Returns.*

BÉLCHERTOWN, seventy-eight miles west of Boston. Population, in 1840, 2554.*

BRAINTREE, fourteen miles south of Boston. Population, in 1840, 2168. It has some manufactures, and a coasting trade.

BRIDGEWATER, twenty-five miles south-east of Boston. Population, in 1840, 2131.

CHARLTON, fifty-three miles south-west of Boston. Population, in 1840, 2117; had one cotton mill, 716 spindles, one fulling mill, eight stores, one tannery, seven grist mills, and ten saw mills.—*Official Returns.*

CANTON, sixteen miles south-by-west of Boston. Population, in 1840, 1995. A railway passes through it, by a granite viaduct, sixty-seven feet high and 600 feet long, over one of its streams. Nine stores, three furnaces, five forges, two woollen factories, four cotton mills, with 1868 spindles.—*Official Returns.*

DANVERS, sixteen miles north of Boston. The soil is fertile, and well cultivated. The principal village is a continuation of the streets of Salem, of which it is virtually a suburb. It contains three churches—one Congregational, one Unitarian, and one Universalist—and a little to the west is another Congregational church. There is another village further north, on the Beverly river, which contains a Congregational and a Baptist church. At this village ship building is a considerable business. Both these villages can be approached by vessels, and have considerable manufactures, and some trade. It has fifteen stores, capital 57,600 dollars; twenty-one tanneries, four potteries, one grist mill, one saw mill. Capital in manufactures, 362,800 dollars, principally in leather. Population, 5020.—*Official Returns. U. S. Gaz.*

DARTMOUTH, a seaport sixty-five miles south of Boston, on Buzzard's bay. In 1840, it had 4135 inhabitants, carries on a considerable whale fishery, and coasting trade, and has salt manufactories, ship yards, twelve stores, one woollen factory, three tanneries, one oil mill, five grist mills, and eight saw mills.—*Official Returns.*

DEACUT, opposite to Lowell, on the Merrimac. Population, in 1840, 2188. *

DUXBURY, thirty-six miles south-south-east of Boston, on Massachusetts bay. Population, in 1840, 2798; had one woollen factory, one rope-walk, three tanneries, two grist mills, and six saw mills. Capital in manufactures, 95,800 dollars; twelve stores, capital 37,750 dollars.—*Official Returns.*

EASTON, twenty-four miles south of Boston, is watered by two branches of the river Taunton. It had, in 1840, ten stores; five cotton factories, with 1096 spindles. Capital in manufactures, 57,500 dollars. Population, 2074.—*Official Returns.*

EAST BRIDGEWATER, twenty-five miles south-east of Boston. It had, in 1840, seven stores, one furnace, two forges, one cotton factory, 904 spindles, three grist mills, seven saw mills. Capital in manufactures, 142,070 dollars. Population, 1950.—*Official Returns.*

FAIR HAVEN, fifty-nine miles south-by-north of Boston, is situated opposite New Bedford, on Acushnet river, over which there is a bridge 3960 feet long. It has a whale fishery, bank, and insurance company. In 1841, it had thirty-one stores, one lumber yard, two woollen factories, two cotton factories with 1760 spindles.—*Official Returns.*

FALL RIVER, fifty-one miles south of Boston, situated on both sides of Fall river, at its

entrance into Mount Hope bay, a branch of Narragansett bay. Fall river consists of the outlet of Watuppa pond, which is eleven miles long and one mile broad, two miles east of the town, and is an unfailling stream. It falls 140 feet within 100 rods, and affords great water power. The village contained, in 1840, eight churches—one Congregational, one Episcopal, one Christian, one Baptist, one Friends, one Methodist, one Unitarian, and one Roman Catholic; two banks and an insurance office. It has considerable shipping employed in the whale fishery. There were, in 1840, in the township, fifty-eight stores, capital 105,000 dollars; four lumber yards, capital 15,000 dollars; one furnace, one large iron works, two print works, six fulling mills, one woollen factory, nine cotton factories, 32,680 spindles, two tanneries, one pottery, two printing offices, two weekly newspapers, three grist mills, four saw mills. Capital in manufactures, 1,436,300 dollars. Population, 6738.—*U. S. Gaz.*

FRAINGHAM, twenty-two miles south-west of Boston. In 1840, population, 3030. Capital in four woollen and other factories, 396,900 dollars.

FITCHBURG, forty-six miles west-north-west of Boston, on a branch of the Nashua, which supplies plenty of water power. In 1840, it had seven stores, twelve fulling mills, two woollen factories, four cotton factories, with 3820 spindles; one fannery, three paper factories, two binderies, two planing mills, two grist mills, six saw mills. Population, 2604.—*Official Returns.*

GLOUCESTER, a port of entry, thirty miles north-east of Boston; it has a fine harbour, open at all seasons of the year, and its inhabitants are extensively engaged in navigation and the fisheries. Tonnage, in 1840, 17,072 tons. On the south side of the peninsula, and on Thatcher's island, on the south-east, are two light-houses. A canal is cut across the isthmus which connects the cape with the main land. It had, in 1840, four commercial houses, capital, 107,000 dollars; thirty-two stores, capital 57,775 dollars; two lumber yards, capital 23,000 dollars; one printing office, one weekly, and one semi-weekly, newspaper, four grist mills, three saw mills. Capital in manufactures, 52,495 dollars. Population, 6350.—*Official Returns.*

GRAFTON, thirty-six miles south-west of Boston, watered by streams which afford water power. In 1840, it had six stores, four fulling mills, one woollen factory, five cotton mills, 22,930 spindles. Capital in manufactures, 130,400 dollars. Population, 2943.—*Official Returns.*

GREAT BARRINGTON, 131 miles west of Boston. The Housatonic river flows through it. In 1840, it had seven stores, one furnace, one fulling mill, two woollen factories, three cotton mills, with 6094 spindles; two tanneries. Population, 2704.—*Official Returns.*

GROTON, thirty-three miles north-west of Boston. Capital in manufactures, 18,000 dollars. In 1840, population, 2139.—*Official Returns.*

HAVERHILL, thirty-two miles north-by-west of Boston, opposite New Bedford, on the Merrimac, by which vessels of 100 tons ascend to the bridge. In 1840, it had thirty-one stores, two fulling mills, one woollen factory. Capital in manufactures, 345,450 dollars. Population, 4336.—*Official Returns.*

HINGHAM, fifteen miles south-east of Boston. Situated on the south side of Boston bay. It contains several churches, one of which was erected in 1680, and is still a substantial building, a bank, an insurance office, a savings' bank, and two academics. It has about eighty vessels employed in the fisheries and the coasting trade. Several packets communicate regularly with Boston, and a steamboat daily, in the summer season. It had, in 1840, thirty-two stores, capital 46,600 dollars; two lumber yards, capital 6000 dollars; one furnace, three tanneries, one printing office, one weekly newspaper, two grist mills, one saw mill, one oil mill. Capital in manufactures, 105,800 dollars. Population, 3564.—*U. S. Gaz.*

HOPKINTON, twenty-nine miles west-south-west of Boston, watered by branches of Charles and Mill rivers, which afford water power. The Boston and Worcester railroad, and the Blackston canal, run near it. In 1840, it had seven stores, capital 15,100 dollars; three cotton factories, 3952 spindles, one tannery, four grist mills, five saw mills. Capital in manufactures, 127,400 dollars. Population, 2245.—*Official Returns.*

IPSWICH, twenty-six miles north-east-by-north of Boston, is a port of entry, with a number of vessels engaged in the coasting trade and fisheries. In 1840, registered ton-

nage, 3789 tons; seven stores, one lumber yard, one fulling mill, two cotton mills, 2640 spindles. Capital in manufactures, 110,000 dollars. Population, 3000.—*Official Returns.*

LANCASTER, thirty-six miles west-by-north of Boston, on the river Nashua. In 1840, it had one woollen factory, two cotton mills. Capital in manufactures, 17,830 dollars. Population, 2019.—*Official Returns.*

LEOMINSTER, forty-four miles west-north-west of Boston. In 1840, Capital in manufactures, 13,825 dollars. Population, 2069.

LEE, 128 miles west of Boston. In 1840, it had one cotton mill, 888 spindles, thirteen paper factories. Capital in manufactures, 267,528 dollars. Population, 2428.

MARBLEHEAD, is situated eighteen miles north-east of Boston, on a rocky point projecting three or four miles into Massachusetts bay. Its harbour is good, of easy access, and it has about 100 vessels employed in the fisheries and foreign coasting trade, estimated at 12,478 dollars. It had, in 1840, a population of 6575. Two banks, with a capital of 220,000 dollars; two insurance companies, capital 100,000 dollars; and twenty-nine stores.—*Official Returns.*

MARLBOROUGH, twenty-seven miles west of Boston. Population, 2101.

MEDWAY, twenty-eight miles south-west of Boston, watered by Charles river, which affords good water power. In 1840, the township contained eight stores, capital 12,850 dollars; six cotton factories, 2859 spindles, four grist mills, eight saw mills. Capital in manufactures, 86,800 dollars. Population, 2043.—*Official Returns.*

MENDON, thirty-three miles south-west of Boston. In 1840, it contained ten stores, five fulling mills, six cotton factories, 19,008 spindles. Capital in manufactures, 420,075 dollars.

METHUEN, twenty-six miles north-by-west of Boston. Situated on the north side of Merrimac river, watered also by Spicket river, which has a fall of thirty feet, two miles above its entrance into the Merrimac, affording extensive water power. In 1840, the township contained four stores, capital 15,000 dollars; two cotton factories, 4588 spindles, one tannery, two paper factories, two grist mills, two saw mills. Capital in manufactures, 260,500 dollars. Population, 2251.

MIDDLEBOROUGH, forty miles south-by-east of Boston. It has several ponds, the outlets of which afford extensive water power, and flow into Taunton river. In 1840, it had eight stores, capital 51,000 dollars; one fulling mill, two cotton factories, 2500 spindles, one furnace, two forges. Capital in manufactures, 122,000 dollars. Population, 5085.—*Official Returns.*

MILLBURY, forty-three miles west-by-south of Boston. In 1840, it had eleven fulling mills, five woollen factories, three cotton factories, with 4960 spindles. Capital in manufactures, 261,600 dollars. Population, 2171.—*Official Returns.*

MONSON, seventy-five miles south-west of Boston. Capital in manufactures, 16,903 dollars. Population, 2151.

NEW BEDFORD is a port of entry fifty-eight miles south of Boston, to which it is connected by railroad, in 41 deg. 38 min. 7 sec. north latitude, and 70 deg. 55 min. 49 sec. west longitude. Population, in 1820, 3947; 1830, 7592; 1840, 12,087. New Bedford is on an arm of the sea, which sets up from Buzzard's bay. The ground rises rapidly from the water, and gives the upper part of the town, which contains many handsome dwellings, a commanding situation. A bridge, near the centre of the place, connects it with Fairhaven. It contains a court house; four banks, capital 1,300,000 dollars; three insurance offices, capital 350,000 dollars, and a savings' institution; fourteen churches, one Baptist, three Congregational, one Episcopal, two Christian, one Friends, two Methodist, one Roman Catholic, one Unitarian, one Universalist, one Bethel, and one African. There are seventeen candle-houses and oil manufactories. The harbour is safe and spacious. The surrounding country affords few exports, and the inhabitants and capital of the place are chiefly devoted to the whale fishery. Its tonnage, in 1840, was 89,689 tons, being the second district in this respect in the state. There were, in 1840, 174 stores, capital 482,350 dollars; six lumber yards, capital 34,800 dollars; capital employed in the fisheries, 4,512,000 dollars; salt produced, 13,100 bushels; three tanneries, four grist mills, two saw mills, one rope-walk, one paper factory, three printing offices, one bindery, two daily and two weekly newspapers. Capital in manufactures, 527,800 dollars.—*U. S. Gaz. Official Returns.*

The following table shows the number of ships, brigs, schooners, and sloops, together with the amount of tonnage belonging to the district of New Bedford, on the 30th of September in each year:

Y E A R S.	Ships.	Brigs.	Schooners	Sloops.	TOTAL.	Tonnage.
1822.....	53	11	48	124	236	
1832.....	154	33	40	108	347	69,524
1833.....	190	32	50	103	384	76,655
1834.....	194	24	49	79	346	75,607
1835.....	200	21	47	94	362	75,207
1836.....	217	17	51	85	370	80,476
1837.....	224	30	54	50	388	83,884
1838.....	225	27	57	71	380	85,400
1839.....	254	31	45	72	388	89,277

NEWBURY, situated on the south side of Merrimac river, is thirty-one miles from Boston. Population of the township in 1840, 3789. The surrounding country is well cultivated.

NEWBURYPORT, a port of entry, thirty-eight miles north-by-east of Boston, is beautifully situated on a gentle acclivity, on the south bank of the Merrimac river at its entrance into the Atlantic. It contains a territory of one mile square of excellent land. The streets are wide, intersecting each other at right angles, and it has a brick court house, a stone gaol, a custom house of rough granite, with a fine wrought Grecian Doric portico and pilastres on the sides, which cost 25,000 dollars; eight churches—two Presbyterian, one Congregational, one Independent, one Episcopal, one Baptist, and one Methodist; an academy, three banks, with a capital of 700,000 dollars, besides a bank for savings; three insurance companies, almshouse, and lyceum. In 1840, it had a population of 7161 inhabitants; fifteen commercial houses, capital 781,000 dollars; 116 stores, capital 225,000 dollars; four lumber yards, four cotton factories, with 17,736 spindles, two distilleries, three printing offices, one weekly, one semi-weekly, and one daily paper. Capital in manufactures, 647,800 dollars.—*Official Returns. U. S. Gaz.*

NORTH BRIDGEWATER is twenty-two miles south-by-east of Boston. Population, in 1840, 2615.

NORTHAMPTON, on the west bank of the Connecticut river. The public buildings are a court house, gaol, and five churches, some of which are spacious and handsome—two Congregational, one Baptist, one Episcopal, and one Unitarian, and a female seminary. The Round Hill School is a celebrated seminary, on the plan of a German gymnasium. There is a bank and an insurance company. A fine bridge, 1080 feet long, and twenty-six wide, supported on piers, some of them forty feet high from the bottom of the river, completed in 1826, connects this place with Hadley. A canal, which here joins the Connecticut river, connects Northampton with Newhaven county. Mount Tom, in this town, and Mount Holyoke on the opposite side of the river, are lofty summits, often visited for their commanding prospects. This stream passes through the centre of the town, which affords good water power. There were, in 1840, in the township, thirty-four stores, capital 125,700 dollars; two fulling mills, two woollen factories, capital 110,000 dollars; one tannery, one flouring mill, three grist mills, eleven saw mills, one paper factory, four printing offices, two binderies, three weekly papers. Capital in manufactures, 254,800 dollars; one academy, fifty-six students, twenty-one schools, 937 scholars. Population, in 1830, 3613; 1840, 3750.—*U. S. Gaz. Official Returns.*

PALMER, eighty-one miles west of Boston, on the Wore and Swift rivers. In 1840, there were 2139 inhabitants, eight stores, two cotton factories, 22,000 spindles, three grist mills, three saw mills. Capital in manufactures, 315,100 dollars.—*Official Returns.*

PITTSFIELD, 131 miles west of Boston; is drained by branches of the Housatonic river, which affords good water power. The railroad from Boston to Albany passes through it. Agriculture has been greatly improved in this township. The village near the centre is one of the largest and best built in the county. The houses are generally of wood, neatly painted white, and ornamented with shrubbery. It lies chiefly on two streets crossing each other at right angles, and has a central square of four acres, ornamented by a lofty elm tree in the middle, the remains of the original forest. It contains four churches—one Congregational, one Episcopal, one Baptist, and one Methodist; a bank, a printing

office, a male and a female academy, 350 dwellings, and 2500 inhabitants. The Berkshire Medical Institution, located here, was founded in 1823, has five professors, seventy-four students, 473 graduates; and the lectures commence on the first Thursday in September. It is connected with Williams' College, at Williamstown. There were, in 1840, in the township, one cotton factory, 1500 spindles, three tanneries, one brewery, one printing office, one weekly newspaper, two grist mills, eight saw mills. Capital in manufactures, 111,200 dollars. Population, 3547.

PLYMOUTH, thirty-eight miles south-east of Boston. The soil near the coast is generally good; the rest is barren, and still remains a forest, mostly pine, with some oak. The township is of great extent, and contains a large number of ponds. The village is pleasantly situated and well built, chiefly of wood. It contains a court house, gaol, six churches—two Congregational, one Unitarian, one Baptist, one Methodist, and one Universalist—two banks, an insurance company, and Pilgrim Hall. The harbour is spacious, but shallow, and about forty-five vessels are employed in the cod and mackerel fisheries, and others are employed in the West India and European trade. This is the oldest town in New England, and was settled on December 22, 1620, by 101 emigrants, who fled from religious persecution in England, first to Holland, and then to New England. The rock on which they landed was conveyed in 1774 to the centre of the town. The anniversary of the landing is celebrated annually; and for the accommodation of the pilgrim society, Pilgrim Hall, a neat building, has been erected. There are in the town forty-six stores, capital 76,000 dollars; five commercial houses, capital 138,000 dollars; four cotton factories, 40,004 spindles; one tannery, two printing offices, two weekly newspapers, four grist mills, one saw mill. Capital in manufactures, 265,400 dollars. Population, 5281.—*U. S. Gaz. Official Returns.*

MARTHA'S VINEYARD lies off the south shore of Massachusetts. It is twenty-one miles long, two to five broad; area about 120 square miles. The population are chiefly employed in the fisheries, carried on from its three small towns, viz., Roughton, population in 1840, 1736; Tesbury, 1520; Milmath, 702.—*Official Returns. U. S. Gaz.*

NANTUCKET ISLAND lies ten miles off Martha's Vineyard, and thirty miles south of Cape Cod, in the Atlantic ocean, and is fifteen miles long, with an average breadth of four miles, containing fifty square miles. Some of the soil is very productive, but most of it is sandy and sterile. The land is chiefly held in common, and a large number of sheep and cows are fed on the commons. The inhabitants are chiefly employed in navigation, and particularly in the whale fishery. The south part of the island is a plain, elevated not more than twenty-five feet above the level of the sea. On the north part the land rises in hills about forty feet high, but one peak is eighty feet high. With a few small adjoining islands, it constitutes Nantucket county. On the south-east of the island are Nantucket shoals, fifty miles long and forty-five broad, where numerous vessels have been wrecked. There were on the island, in 1840, neat cattle 528, sheep 7500, swine 278; wheat ninety-one bushels, produced Indian corn 521 bushels, barley 374 bushels, oats 354 bushels, potatoes 4525 bushels; thirty-three stores, capital 142,000 dollars. Capital invested in fisheries, 2,826,000 dollars; one fulling mill, two woollen factories, four rope factories, three grist mills, two printing offices, two weekly, one semi-weekly, newspapers. Capital in manufactures, 1,181,411 dollars; five academics, 630 students, twenty-eight schools, 2060 scholars. Population, 9012.—*U. S. Gaz. Official Returns.*

NANTUCKET, the capital of Nantucket county, is 119 miles south-south-east of Boston. It is situated on the north side of the island, at the bottom of a bay. It has an excellent harbour, which is nearly land-locked by two projecting points of beach, about three-fourths of a mile apart, on one of which, Brant Point, is a light-house. Nearly two miles north of the harbour there is a bar, with nine feet of water only in depth at low tide. About 150 vessels belong to the port. Tonnage, in 1840, 31,915 tons. Sir Isaac Coffin, of the British Navy, founded a naval academy here in 1827, called the Coffin School, and bequeathed 2500*l.* sterling to it. Most of the inhabitants were distantly related to him. There is a daily steamboat connexion with New Bedford.—*U. S. Gaz.*

The inhabitants of Nantucket have retained more than any others the manners and customs of the early New Englanders. A recent visiter informs a Boston editor, "that the first thing which strikes the traveller, is the appearance of pristine simplicity which the

town presents. With some few exceptions, the buildings are of wood, unpainted, covered with shingles instead of clapboards, bearing the marks of Time's antiquating finger, and constructed in a great variety of fashions, and facing all points of the compass.

"The fences made of rough boards, have, like the houses, grown venerably sombre from buffeting the elements, and the streets follow the track of the flocks, which, time out of mind, have made this island another Goshen."

"The nature of the soil renders it futile to do much for the improvement of the streets, without great expense, and hence, with the exception of a few, which are paved, they are composed of a deep sand, like the beach which surrounds the island."

"There are, however, some good and straight streets, and some edifices, public and private, which are very creditable to the taste and liberality of the inhabitants."

"They have ten houses for public worship, two belonging to the Quakers, and the remainder divided among the Methodists, Baptists, Calvinists, Unitarians, Episcopalians, &c."

"The sandy roads, in connexion with the quiet habits of the people, and the isolated situation of the territory, which prevents the passing through it of persons beyond its borders, render it perhaps the stillest region for its population in the country. Scarcely any sound is heard in most of its streets, by day or night, excepting the shrill voices of the juvenile venders of vegetables and fruit, as they thread the mazy avenues in the well-known vehicle of the island."

"This vehicle (a small green cart, with high sides, and generally without springs or mounting step) is dignified by the cognomen of *calash*, and is in almost universal use, for the various purposes of carrying produce, merchandise, or parties of pleasure; and maintains its respectability among the inhabitants generally, although the chaise is not unfrequently seen, and the *caryall* barouche, and coach even, are known there."

"But while few modern improvements have reached this island, there is one which redounds greatly to the credit of its people—I mean its schools. Since the Board of Education was established, and its gifted secretary has made his annual visit to the island, an impulse has been given to the subject of school instruction, which puts to the blush most of the large towns in continental Massachusetts."

"Grades of schools have been established, answering to English High Grammar, and Primary, with an additional one called *Introductory*, as preparatory to the primary department; and these are taught and managed by skilful and well-paid teachers of both sexes, in spacious, airy, light, well-ventilated buildings, admirably situated, and worthy to be models for other towns in the state. The principal of the High School receives a compensation of 1400 dollars per annum."

"The internal arrangements of his school are excellent, with the exception of the writing desks, which have horizontal tops, and, consequently, must endanger the health of the pupils, who stoop over them, for hours in the day, in performing their personal exercises. The orderly deportment and perfect decorum of the pupils of both sexes, found in these schools, are alike honourable to the teachers and the scholars, as well as delightful to the beholder."

"Besides its churches, public schools, &c., Nantucket has a very neat and commodious building for its Athenæum, containing an ample lecture-room, library, and museum."

"The library is select and sufficiently extensive for its present purposes, and contains many choice works, all kept in fine order."

"The contents of the several cabinets in the museum, are respectable for variety, and neatly and scientifically arranged—all indicating an enlightened taste in those who have them in charge."

By the last valuation, it was estimated that the property of the island amounted to 7,000,000 of dollars; 5,000,000 of which were owned by 121 persons; and the 2,000,000 by the remainder; there being between 9000 and 10,000 inhabitants.

"It would seem by this, that property is very unequally divided, which is doubtless the case; as one-half the taxable persons pay merely a poll-tax. Still, there is a remarkable degree of industry and contentment, very few paupers, (about eighty adults only) and a healthy state of public morals."

"The great ambition of most of the boys, is to arrive at the honour of harpooning a whale; and this they cherish from a very tender age; which often makes them impatient

of the restraints of the school-room, and they become as skilful boatmen at the age of ten or twelve, as the boys of the Sandwich islands.

"The great business and principal source of wealth of Nantucket (*See Fisheries*), is the whale fishery, which, in the great variety of labour it provides for, employs a large portion of the population; every department of industry and traffic, however, finds its votaries, who secure thereby a comfortable subsistence, and many do much more than this.

"Much of the soil is very thin, and sand is the principal element in it; still, there is not wanting excellent land for vines and fruits, for vegetables and grass. Several farms are cultivated, a few miles from town, which pay an annual clear profit of twenty per cent; and thus offer better encouragement to the agriculturist than almost any farms on the main. Would that more of the land was appropriated to similar objects, instead of being devoted (as a large share of the island is) to the purpose of a sheep pasture.

"In the ride to Siasconset, at the east end of the island, seven miles from town, (a summer retreat for many of the wealthy inhabitants) one is impressed with the peculiarity of the scene. A wide expanse of territory presents itself, with neither house, nor tree, nor fence, nor bush, within the reach of the eye; while the road, consisting of five or six pairs of parallel tracks, where wheels have left their marks in deep ruts, with the path for the horse in the centre, and ridges of grass rising up between, is the only guide to the little settlement. One stretches up the rock in vain to find some earthly boundary on either side. As at sea the ocean seems to touch the sky, so here the horizon is formed in almost every direction, by the meeting of the blue azure and the land.

"Passing Siasconset, the land appears better; there is at present, more verdure, and the sheep (a few only of which were found on our drive) were here numerous. The expediency of devoting so much territory to the use of the sheep may be called in question; as may also the humanity of the practice of leaving them exposed to the rigours of the climate, during the winter. It is said that the temperature of the island is, on an average, ten degrees lower in summer, and as many degrees higher in winter, than with us; still, in severe seasons, many of the sheep perish for lack of food and shelter. And seldom, if ever, are they fat enough to butcher; but, in this region of the woolly race, the inhabitants are dependent on their neighbours of the continent, for their supplies of mutton, while the land is, from year to year, becoming poorer and poorer, and the prospect is, that in no long time, it will be rendered wholly worthless, by the trampling browsing of its thousand tenants. Since the opening of the New Bedford railroad, and the connexion with it of the steamboat to Nantucket, the travel to the island has much increased."

RANDOLPH is sixteen miles south of Boston. In 1840 there were in the township twenty stores, capital 96,400 dollars; one tannery, one grist mill, four saw mills. Capital in various manufactures, 235,985 dollars. Population, 3213.

READING, twelve miles north of Boston. Population, in 1840, 2193; has numerous manufactures of boots, shoes, and house furniture.

REHOBOTH, forty miles south-by-west of Boston. It had, in 1840, five stores, capital 6600 dollars; two cotton factories, 1840 spindles; four grist mills, four saw mills. Capital in manufactures, 30,100 dollars. Population, 2169.

ROCKPORT, thirty-two miles north-east of Boston, is a port for small vessels, and for the coasting trade and fishery. Population, 2650.

ROCHESTER, fifty-four miles south-south-east of Boston. Population, in 1840, 3864; a good seaport, with ship yards and several large ships engaged in the whale fisheries. Salt is also made in this place.—*See Fisheries hereafter.*

SALISBURY, forty-two miles north-north-east of Boston. The Atlantic bounds it on the east, the Merrimac river on the south, and the Powow river on the west. The railroad from Boston to Portsmouth passes through this township. There are in the township twenty-three stores, capital 13,650 dollars; sixteen fulling mills, three woollen factories, three tanneries, one printing office, one weekly newspaper, three grist mills, two saw mills. Capital in manufactures, 561,450 dollars. Population, 2739.

SCITUATE, twenty-six miles south-east-by-south of Boston. The harbour is small and of difficult access, but as many as thirty fishing and coasting vessels are owned here. The village contains about thirty dwellings. The township has sixteen stores, capital 16,900

dollars; nine grist mills, nine saw mills. Capital in manufactures, 50,400 dollars. Population, 3886.

SHEFFIELD, 138 miles west-south-west of Boston. It is the oldest township in the county, having been chartered in 1733, reduced to its present limits in 1761. In 1840 there were in the township eight stores, capital 22,000 dollars; two fulling mills, three tanneries, three distilleries, one grist mill, eight saw mills. Capital in manufactures, 10,000 dollars. Population, 2322.

SPRINGFIELD, on the east side of the Connecticut river, twenty-four miles north of Hartford, ninety-one west of Boston. Population, in 1830, 6784; 1840, 10,985. Watered by the Chickapee and Mill rivers. On the river are rich alluvial meadows. The main street extends along the river between two and three miles. The houses are well built. Springfield has a court house, gaol, seven places of worship, two banks, and the principal government manufactory of arms in the country. The armoury is situated on elevated ground, half a mile east of the village. The buildings stand on a large square, and consist of one brick edifice 240 feet by thirty-two, two stories high, occupied by lock filers, stockers, and finishers; a brick forging shop, 150 feet by thirty-two; a brick building, sixty feet by thirty-two, two stories high, the second story forming a spacious hall, devoted to religious worship; a brick building 100 feet by forty, and two stories high, used as a depository of arms, and numerous smaller stores and shops. The water works are situated on the Mill river, about one mile south of the armoury, on three different sites, called the Upper, Middle, and Lower Water shops, the whole comprising five workshops, twenty-eight forges, ten trip-hammers, eighteen water-wheels. The whole establishment employs from 240 to 250 workmen, who make about forty-five muskets daily. The muskets made on the old model cost, as stated by a correspondent of the *New York Journal of Commerce*, 11 dollars 70 cents, and that those on the new model would cost about two dollars more, or 53s. to 55s.; an enormous price compared with the cost of English muskets. The iron used (which is malleable) is obtained for the most part from the Salisbury mines in Connecticut; it is brought in bars three inches and three quarters wide, and three quarters of an inch thick, and eight or ten feet long, the length not being material. The gun stocks are manufactured from black walnut, obtained in Pennsylvania; it is purchased roughly sawed somewhat in the shape of a musket. The steel and many tools used in the workshops, are purchased chiefly in the city of New York: each part, of the musket, even to a screw, being made at the works. Many of the tools and much of the machinery are also made there, as the old decay, or as improvements are suggested. Most of the work of the stock is done by means of water power, and it comes from the machinery nearly ready to be united with the barrel. There were in Springfield, in 1840, sixty-eight stores, capital 250,000 dollars; value of machinery manufactured, 120,000 dollars; hardware and cutlery, 25,000 dollars; thirty cannon and 14,000 small arms; eight cotton factories, 43,700 spindles, capital 1,650,000 dollars; three tanneries, two breweries, three grist mills, three saw mills, four paper factories, seven printing offices, four weekly newspapers. Capital in manufactures, 2,631,500 dollars; three academies, 140 students, thirty-six schools, 1512 scholars.—*Official account*. At the mouth of the Chickapee river, where it enters the Connecticut, lies Chickapee, four miles north of Springfield, a manufacturing village in the township of Springfield, which has four cotton factories, one paper factory, 150 houses, and about 1200 inhabitants.

WEST SPRINGFIELD, ninety-three miles west of Boston. Bounded on the east by the Connecticut river, over which there is a bridge, connecting it with Springfield. It has spacious streets, bordered by lofty elms; and handsome buildings. The Boston and Albany railroad passes through it. In 1840, there were in the township ten stores, capital 20,700 dollars; one fulling mill, one cotton factory, 3400 spindles, twenty-seven schools, 791 scholars. Population, 3626.

SOUTHBIDGE, sixty-one miles south-south-west of Boston. Population, in 1840, 2031; one woollen factory, eight cotton factories, 14,600 spindles; capital in manufactures, 160,875 dollars.

STURBRIDGE, sixty-one miles west-south-west of Boston. It had, in 1840, five stores, capital 14,000 dollars; one fulling mill, five cotton factories, 11,412 spindles; two tan-

neries, three grist mills, eight saw mills. Capital in manufactures, 138,300 dollars. Population, 2005.

SUTTON, forty-six miles west-by-south of Boston. It contained, in 1840, six stores, capital 10,800 dollars; one fulling mill, one woollen factory, four cotton factories, 6928 spindles. Population, 2370.

TAUNTON, thirty-two miles south of Boston. Population, in 1840, 7645. Situated on the Taunton river, navigable up to the town for small vessels; had one dyeing and one printing establishment, one fulling mill, six cotton factories, with 19,956 spindles; furnaces, forges, fabrics of hardware and cutlery, pottery, and paper. Capital in manufactures, 620,950 dollars.

UXBRIDGE, thirty-eight miles south-west of Boston. In 1840, population 2004; it had twelve fulling mills, five woollen factories, three cotton factories, 5500 spindles. Capital in manufactures, 163,000 dollars.

WATHOM, ten miles west of Boston. In 1840, population 2504; it had eleven cotton factories, with 11,000 spindles; and fabrics of wool, paper, &c. Capital in manufactures, 463,500 dollars.

WAREHAM, fifty-three miles south-south-east of Boston. In 1840, population 2005; had one cotton factory, and some other factories, with some shipping and trade.

WESTPORT, is fifty-nine miles south of Boston. In 1840, population 2820; it had then one cotton factory, 2000 spindles; and various small fabrics. Capital in manufactures, 19,600 dollars.

WESTFIELD, 100 miles west from Boston. In 1840, population 3526; it had one tannery, four powder factories, two paper factories. Capital in manufactures, 102,000 dollars.

WEYMOUTH, twelve miles south-south-east of Boston. In 1840, population 3738. Capital in various manufactures, 219,400 dollars.

WILLIAMSTOWN, 131 miles west-by-north of Boston. It is the seat of Williams College, founded in 1793, which has a president and seven professors or other instructors, 933 alumni, of whom 331 have been ministers of the gospel, 155 students, and 7500 volumes in its libraries. In 1840, there were in the township, seven stores, capital 24,000 dollars; one fulling mill, two cotton factories, 1788 spindles, two tanneries, two grist mills, five saw mills. Capital in manufactures, 49,700 dollars. Population, 2153.

WORCESTER, forty-two miles west-by-south of Boston. Population, in 1830, 4172; 1840, 7497. The surface of the township is agreeably diversified, and the soil is generally fertile and well cultivated. The village is one of the largest of the inland towns of New England. The houses, many of which are of brick, are chiefly on one broad street, a mile in length. It contains a court house, which cost 20,000 dollars, four banks, seven churches—three Congregational, one Unitarian, one Baptist, one Methodist, and one Roman Catholic; and the hall of the American Antiquarian Society, with a library of 6000 volumes of rare and valuable books, and a cabinet: the Massachusetts Lunatic Asylum is a spacious edifice. Worcester enjoys great facilities for communication and for trade. The Blackstone canal connects it with Providence. The railroad from Boston to Springfield and Albany passes through the place; and a railroad to Norwich, Connecticut, is connected with steamboats, forming a daily communication with New York, which renders Worcester one of the greatest thoroughfares in the country, and cannot but add to its growth and prosperity. It is surrounded by a fertile and well cultivated country. It had, in 1840, ninety stores, capital 413,000 dollars; machinery produced to the value of 90,000 dollars; one furnace, one woollen factory, capital 40,000 dollars; one cotton factory, 1672 spindles; two grist mills, two saw mills, two paper factories, four printing offices, four weekly newspapers, one periodical. Capital in manufactures, 400,000 dollars. Three academies, 120 students; thirty schools, 1488 scholars.

WRENTHAM, thirty-two miles south-south-west of Boston. In 1840, population 2915; four cotton factories, 3500 spindles. Capital in manufactures, 46,825 dollars.—*Official Returns, U. S. Gaz.*

The foregoing include all the principal seats of trade and manufacturing industry: being the object chiefly of this work in giving any account of towns.

V. RHODE ISLAND.

RHODE ISLAND, originally called Rhode Island and Providence Plantations, is situated between 41 deg. 22 min., and 42 deg. 3 min. north latitude ; and between 71 deg. 6 min., and 71 deg. 38 min. west longitude ; and between 5 deg. 7 min., and 5 deg. 54 min. east from Washington. It is the smallest of the United States, being only about forty-nine miles long, and twenty-nine broad, containing an area of 1360 square miles : of which Narraganset bay occupies 130 square miles.

The number of inhabitants in 1790, was 58,825 ; in 1800, 69,122 ; in 1810, 76,931 ; in 1820, 83,059 ; in 1830, 97,212 ; in 1840, 108,830. Of these, 51,362 were white males ; 54,225 white females ; coloured free males, 1413 ; coloured females, 1825. Employed in agriculture, 16,617 ; in commerce, 1348 ; manufactures and trades, 21,271 ; navigating the ocean, 1717 ; learned professions, &c., 457.

This state is divided into five counties, which, with their population, in 1840, and their capitals, were as follows : Providence, 58,073, C. Providence ; Newport, 16,874, C. Newport ; Bristol, 6476, C. Bristol ; Kent, 13,083, C. East Greenwich ; Washington, 14,324, C. South Kingstown.

Newport and Providence are the principal seats of government ; but the legislature meets annually at the former in May, and at the latter, alternately with South Kingstown, in October.

The north-west part of the state is hilly, sterile, and rocky. Hills, though not elevated, pervade the northern third of the state ; the other parts are level, or generally undulating ; especially near Narraganset bay, and on the islands within it. The soil is in many parts arable, and the farmers affluent. The lands are generally better adapted for grazing than for corn, and it is renowned for the excellence of its cattle and sheep, and its butter and cheese. Maize, or Indian corn, rye, barley, oats, and, in some places, wheat, are grown ; but scarcely in sufficient quantity for home consumption. Fruits, and culinary vegetables are produced in great perfection and abundance.

The climate is healthy, and more mild, particularly on the islands, than in any other part of New England. The sea-breezes moderate the heat of summer and the cold of winter ; and Newport is a favourite resort, particularly during the summer.

There were, in 1840, in the state, 8024 horses and mules ; 36,891 neat cattle ; 90,146 sheep ; 30,659 swine. There were raised 3098 bushels of wheat ; 66,490 bushels of barley ; 171,517 bushels of oats ; 34,521 bushels of rye ; 2979 bushels of buckwheat ; 450,498 bushels of Indian corn ; 183,830 lbs. of wool ; 911,973 bushels of potatoes ; 383 tons of hemp and flax. The products of the dairy amounted to 223,229 dollars ; of the orchard, 32,098 dollars ; of lumber, 44,455 dollars.

The exports consist chiefly of flax-seed, horses, cattle, beef, pork, fish, poultry, onions, butter, cheese, barley, and cotton goods. The manufactures exceed those of any other state, in proportion to its population, the principal of which is cotton. There are also woollen manufactures, iron, cordage, &c.

The principal rivers are Pawtucket, Providence, Pawtuxet, Pawcatuck, and Wood. Narraganset bay extends from north to south over thirty miles into the state, and contains a number of fine islands. The principal are Rhode Island, fifteen miles long, with an average width of two miles and a half ; Canonicut, eight miles long and one broad ; Prudence, six miles long ; and Block Island, ten miles out in the Atlantic, eight miles long, and from two to four broad. Newport, on the south-west part of Rhode Island, has one of the finest harbours in the world, being spacious, safe, and easily accessible. Providence, at the head of Narraganset bay, thirty-six miles above Point Judith, is accessible by large ships. In population, commerce, and wealth, this is the second city in New England. It has been extensively engaged in the West India, and also in the East India, trade. Bristol, on the east side of the bay, fifteen miles north of Newport, has a safe and commodious harbour, and considerable trade. Pawtucket, four miles north of Providence, and Pawtuxet village, ten miles south of Providence, have extensive manufactures.

There were, in 1840, in the state of Rhode Island, forty-four commercial and fifty-seven

commission houses engaged in foreign trade, with a capital of 2,043,507 dollars; 930 dry goods and other retail stores, employing a capital of 2,810,125 dollars; fifty-eight persons engaged in transportation, with eighty-three butchers, packers, &c., employing a capital of 71,050 dollars; 262 persons engaged in the lumber trade, employing a capital of 254,900 dollars; 1160 persons employed in the fisheries, and a capital of 1,077,157 dollars.

Home-made, or family, made goods were produced to the value of 51,180 dollars; forty-one woollen manufactories, with forty-five fulling-mills, employing 961 persons produced goods to the value of 842,172 dollars, with a capital of 685,350 dollars; 209 cotton manufactories, with 518,817 spindles, employed 12,086 persons, producing articles to the amount of 7,116,792 dollars, and employed a capital of 7,326,000 dollars; twenty-seven persons produced 1000 tons of anthracite coal, with a capital of 6000 dollars; five furnaces produced 4126 tons of cast iron, and had a capital of 22,250 dollars; two paper mills produced articles to the value of 25,000 dollars, and other paper manufactures produced to the value of 8500 dollars, employing fifteen persons, and a capital of 45,000 dollars; hats and caps were manufactured to the value of 92,465 dollars, and straw bonnets to the value of 86,106 dollars, the whole employing 411 persons, and a capital of 66,427 dollars; twenty-seven tanneries employed eighty-nine persons, and a capital of 72,000 dollars; forty-four saddleries and other leather manufactories produced to the value of 182,110 dollars, with a capital of 70,695 dollars; forty-three persons manufactured granite and marble to the value of 36,202 dollars; 113 persons produced bricks and lime to the value of 66,000 dollars; 534 persons produced machinery to the value of 437,100 dollars; 164 persons produced hardware and cutlery to the value of 138,720 dollars; 179 persons manufactured the precious metals to the value of 283,500 dollars; fifty-seven persons produced 1,237,050 lbs. of soap, 157,250 lbs. of tallow candles, 264,500 lbs. of spermaceti or wax candles, with a capital of 252,628 dollars; 161 persons manufactured carriages and waggons to the value of 78,811 dollars, with a capital of 36,661 dollars; various mills produced articles to the value of 83,683 dollars, employing 166 persons, and a capital of 152,310 dollars; nine rope-walks employed forty-five persons, and produced cordage to the value of 49,700 dollars, with a capital of 28,300 dollars; ships were built to the value of 41,500 dollars; 195 persons produced furniture to the value of 121,131 dollars, with a capital of 83,300 dollars; four distilleries produced 885,000 gallons, and three breweries 89,600 gallons, with a capital of 139,000 dollars; six brick and 292 wooden houses were built, employing 887 persons, at a cost of 379,010 dollars; there are sixteen printing offices, eight binderies, two daily, four semi-weekly, and ten weekly, newspapers, and two periodicals, the whole employing 122 persons, and a capital of 35,700 dollars. The whole value of capital employed in manufactures in the state, was 10,696,136 dollars.

EDUCATION.—Brown University, at Providence, was founded in 1764, at Warwick, and was removed to Providence in 1770. A majority of the corporation are required to be of the Baptist denomination. In common school education this state is accused of being in arrear of the other states of New England, but its number of common schools is increasing. In 1840 there were in Brown University, and in a high school, which partakes of the nature of a college, 324 students; fifty-two academies and grammar schools, with 3664 students; 434 common and primary schools, with 17,355 scholars. By an act of the general assembly, in 1828, a permanent school fund was created and founded.

Since 1838, regular returns have been required. The following is a comparative statement of a portion of these returns:

YEARS.	SCHOLARS.		EXPENDED FOR	
	Male.	Female.	Incidentals.	Instruction.
			dollars.	dollars.
1830.....	8,112	5,636	2,871 50	32,383 36
1840.....	10,302	7,550	4,103 80	36,093 08
1841.....	11,253	9,000	5,312 64	40,816 01
1842.....	12,479	9,372	5,482 00	39,088 43
1843.....	11,960	8,132	5,808 55	42,944 29

There is a literary institution at Providence, called the "Providence Athenæum," the library of which contains 9693 volumes. Another, at Newport, called the "Redwood Library," contains 4500 volumes.

RELIGION.—The principal religious denominations are the Baptists, the Congregationalists, the Episcopalians, and the Methodists. In 1836 the Baptists had twenty congregations and eighteen ministers, besides nine others of a different denomination; the Congregationalists had sixteen congregations, sixteen ministers, and 2100 communicants; the Episcopalians had sixteen congregations, eighteen ministers, and 1655 communicants; the Methodists had ten ministers. Besides these, there are some Friends, Unitarians, Roman Catholics, Universalists, and Christians.

BANKS.—In the commencement of 1840, this state had sixty-two banks, with an aggregate capital of 9,880,500 dollars, and a circulation of 1,719,230 dollars. The banks are numerous, averaging two to a town, yet they have preserved their credit unimpaired.

PUBLIC WORKS.—Several works of internal improvement contribute to the prosperity of this state. The Blackstone canal, which connects Providence with Worcester, Massachusetts, lies partly in this state. The same is true of the Providence and Boston railroad. This connects with a line of steamboats to the city of New York. The Providence and Stonington railroad lies chiefly in this state, and is forty-seven miles long. This road also connects with a line of steamboats to the city of New York. When the Long Island railroad shall have been completed through the island, this road will become of great importance. Coal has been discovered, and a mine is worked near the north end of the island.

FINANCES.

Rhode Island has no Public Debt.—The revenue of this state is derived from a tax on banks, pedlars, lottery grants, sales of lottery tickets, spirit licences, auction duties, bank bonuses, courts, civil commissions, and dividends on bank stocks.

The expense of suppressing the insurrectionary movement in 1842 was 102,949 dollars 63 cents, which was defrayed from the United State "Deposit Fund." The permanent school fund, invested chiefly in shares of the Mechanics and Globe Banks, amounts to 55,711 dollars 42 cents. The Surplus Revenue Deposit Fund, invested in loans to cities, bank stocks, &c., before the cost of the insurrection in 1842, was subtracted from it, amounted to 382,335 dollars 30 cents.

REVENUE and Expenditure of the State in 1843-4.

RECEIPTS.	dollars.	EXPENDITURES.	dollars.
Balance in May, 1843 . . .	15,003 08	Salaries	3,600 00
From Supreme Court . . .	1,582 83	Senators	2,269 80
Common Pleas	511 31	Representatives	5,347 60
Licences, &c.	3,230 50	Supreme Court	8,483 85
Pedlars	3,225 00	Common Pleas	2,761 53
Bank Tax	25,249 15	Printing laws	278 97
Interest on Deposit Fund . .	11,951 30	Accounts allowed	24,069 30
Lotteries	6,750 00	Insurrectionary expenses .	922 59
Interest on School Fund Stock	2,565 00	Constitutional Convention .	45 00
Pawtucket Turnpike	850 00	Public Schools	24,410 05
Miscellaneous	1,363 47	State Prison	5,500 00
United States Public Lands .	468 75	Balance in May, 1844 . . .	6,159 20
From Governor King, &c. . .	1,100 00		
From Deposit Fund	10,000 00		
		Dollars	83,850 39
Dollars	83,850 39		

COMMERCE of Rhode Island, from 1791 to 1844.

YEARS.	EXPORTS.			Imports.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791.....	.....	.....	476,131	.....	133,137	522	17,000 00
1792.....	.....	.....	698,109	.....	102,000	12,716	17,407 00
1793.....	.....	.....	616,432	.....	180,544	2,886	18,604 48
1794.....	.....	.....	945,599	.....	144,548	28,019	17,933 00
1795.....	.....	.....	1,222,917	.....	248,025	63,789	20,327 27
1796.....	.....	.....	1,580,872	.....	338,716	150,695	20,156 36
1797.....	.....	.....	973,530	.....	299,876	95,986	19,080 13
1798.....	.....	.....	917,827	.....	249,946	112,875	19,502 84
1799.....	.....	.....	1,055,273	.....	367,913	72,517	18,582 39
1800.....	.....	.....	1,322,945	.....	541,084	100,348	18,641 20
1801.....	.....	.....	1,832,773	.....	523,763	21,346	23,747 20
1802.....	.....	.....	2,433,363	.....	475,649	243,785	22,603 01
1803.....	664,230	611,306	1,275,536	.....	544,534	151,850	23,890 68
1804.....	917,736	817,935	1,735,671	.....	643,497	109,898	26,123 36
1805.....	1,006,379	1,606,479	2,612,858	.....	648,486	274,910	28,531 33
1806.....	949,336	1,142,499	2,091,835	.....	676,297	289,365	29,617 19
1807.....	741,088	915,476	1,656,564	.....	437,843	262,737	28,402 24
1808.....	130,684	102,350	233,034	.....	328,425	37,325	23,282 58
1809.....	638,307	626,135	1,264,442	.....	260,373	211,808	28,468 65
1810.....	814,870	456,706	1,271,576	.....	349,453	161,065	28,574 93
1811.....	944,868	626,558	1,571,424	.....	267,848	68,298	30,255 44
1812.....	804,891	150,246	955,137	.....	501,053	76,015	24,291 50
1813.....	234,419	2,353	236,772	.....	744,554	4,743	23,168 73
1814.....	446,080	26,354	472,434	.....	587,009	17,792	23,807 13
1815.....	357,084	208,409	565,493	.....	272,131	31,530	29,010 72
1816.....	418,996	194,798	613,794	.....	391,533	15,706	24,220 17
1817.....	577,911	372,556	950,467	.....	376,150	58,423	27,021 34
1818.....	584,288	493,003	1,077,291	.....	426,888	92,118	30,117 27
1819.....	559,734	721,680	1,281,414	.....	660,611	62,442	30,849 40
1820.....	509,992	502,800	1,012,792	.....	320,107	171,895	29,388 91
1821.....	481,365	515,463	996,828	1,032,908	291,511	110,825	28,457 15
1822.....	601,238	201,125	802,363	1,884,144	654,707	41,370	30,707 60
1823.....	510,614	412,500	923,114	1,412,953	432,780	128,102	30,252 13
1824.....	556,582	316,317	872,899	1,388,336	411,396	103,876	30,307 54
1825.....	519,589	158,878	678,467	907,906	251,188	72,472	29,291 87
1826.....	565,370	216,170	781,540	1,185,934	414,323	40,779	26,917 37
1827.....	596,177	208,010	804,187	1,241,828	362,036	58,707	28,000 01
1828.....	541,075	180,491	721,566	1,128,226	284,012	35,680	27,352 84
1829.....	337,468	52,913	390,381	423,811	232,503	9,101	27,950 89
1830.....	200,905	71,985	272,890	488,756	187,001	39,954	21,411 44
1831.....	348,250	19,215	367,465	662,161	369,380	25,203	24,520 04
1832.....	377,056	156,803	533,859	67,069	214,477	37,229	30,163 78
1833.....	330,809	154,612	485,421	1,412,286	203,676	33,698	32,609 78
1834.....	420,885	80,741	501,626	427,624	143,553	9,820	35,688 07
1835.....	182,866	113,137	296,003	607,713	105,404	2,514	32,606 57
1836.....	212,297	16,123	228,420	555,199	101,643	352	35,715 05
1837.....	411,406	76,162	487,568	523,610	.....	.....	32,809 19
1838.....	270,065	21,192	291,257	656,675	.....	.....	30,232 58
1839.....	175,808	9,420	185,228	612,637	.....	.....	.....
1840.....	203,086	3,983	207,069	274,534	.....	.....	.....
1841.....	266,276	12,189	278,465	339,592	.....	.....	.....
1842.....	323,437	25,259	348,696	323,092	.....	.....	30,618 17
1843*.....	105,292	555	105,847	155,458	.....	.....	.....
1844.....	.....	.....	.....	.....	.....	.....	.....

* For the first nine months, ending June 30.

FISHERIES.

The *Providence Journal* says, that the annual value of fish taken in the waters of Rhode Island is estimated as high as the annual interest on one or even on two millions of capital. In the Point Judith and Westerly Ponds alone, the value of fish caught during the preceding season was more than 30,000 dollars. In Point Judith ponds the value of bass taken was 16,000 dollars; smelts, 200 dollars; eels, 720 dollars; herrings, 500 dollars; oysters, 500 dollars; perch, 100 dollars:—in Westerly, bass, 8000 dollars; smelts, 1000 dollars; scup and menhaden, 2000 dollars; and so on. The above is exclusive of Pataquamscutt and other ponds, and the sea bass, cod, mackerel, lobster, and shell fisheries in Washington county. The lobster and shell fishery is very valuable, but we have no data from which to form an estimate. Now, take into consideration the immense shell fishery in Kent county, and the oyster fishery in Providence river, which is estimated at 30,000 dollars yearly, besides seventy-five boats or more, constantly employed in the Narragansett bay, in the season of catching them, and the shad and mackerel fishery at Block Island, the menhaden and other fisheries in this state, and the whole value will exceed the annual interest on two millions of capital.—See *Fisheries of America*, hereafter.

PRINCIPAL SEAPORTS AND TOWNS IN RHODE ISLAND.

BRISTOL, port of entry, eighteen miles south-by-east of Providence, on the east side of Narragansett bay, has a good harbour, with coasting trade and the fisheries. Here, on Mount Hope, the celebrated King Philip, chief of the Pequods, and the terror of the early colonists, held his court. In 1840, shipping, 15,890 tons. Nine foreign commission houses, capital 130,200 dollars; forty-one stores, capital 70,075 dollars; capital in fisheries, 220,000 dollars; one cotton factory, 6000 spindles, three grist mills, one rope-walk, one printing office, one weekly newspaper. Capital in manufactures, 155,706 dollars. Population, 3490.

BURRIVILLE, nineteen miles south-west of Providence. In 1840, population 1982. Two woollen factories, one cotton mill, 1050 spindles. Capital in manufactures, 39,860 dollars.

COVENTRY, thirteen miles south-west of Providence, on a branch of the Pawcatuck. In 1840, population 3433; one fulling mill, two woollen factories, fourteen cotton factories; 24,612 spindles. Capital in manufactures, 393,800 dollars.

CRANSTOWN, five miles south-west of Providence. In 1840, population 2962; had one furnace, one filling mill, four cotton factories, 3176 spindles, two dyeing works. Capital in manufactures, 275,705 dollars.

EXETER, twenty-four miles south-west of Providence. In 1840, population 1776; one fulling mill, three woollen factories. Capital in manufactures, 83,860 dollars.

FOSTER, nineteen miles west-by-south of Providence. In 1841, population 2181. It had one fulling mill, and one cotton factory, with 624 spindles. Capital, 18,645 dollars.

GLOUCESTER, sixteen miles west-south-west of Providence. In 1840, population 2304. Two cotton factories, 1668 spindles, one tannery, four grist mills, twelve saw mills. Capital in manufactures, 43,600 dollars.

GREENWICH, EAST, fourteen miles south of Providence. Population, in 1840, 1509; had eight fulling mills and one woollen factory, capital 9502 dollars.

GREENWICH, WEST, eighteen miles south-west of Providence. Population, in 1840, 1415; it had three cotton factories, 2374 spindles, capital 6000 dollars.

HOPKINTON has valuable water power, and it has cotton, woollen, and iron manufactures. The soil is fertile, adapted to grain and to grazing. The Pawcatuck river affords fisheries of shad and alewives. Hopkinton city is a flourishing village, situated on a branch of the Charles river. It had, in 1840, one woollen factory, five cotton factories, 4300 spindles; two tanneries, two grist mills, one saw mill. Capital in manufactures, 76,750 dollars. Population, 1726.

KINGSTON, NORTH, twenty-one miles south of Providence. Population, in 1840, 2909; four woollen factories, five cotton factories, with 5756 spindles. Capital in manufactures, 71,650 dollars.

KINGSTON, SOUTH, thirty miles south-west of Providence. Population, in 1840, 3717; ten woollen factories, one cotton factory, 1000 spindles. Capital in manufactures, 181,500 dollars. Its fisheries and navigation are considerable.

NEWPORT, thirty miles south-by-east of Providence, situated on the south-west side of Rhode Island, five miles from the ocean. The harbour is one of the best in the United States, being safe, easy of access, and capacious, and sufficiently deep for vessels of the largest class. The harbour is defended by Fort Adams, situated on Brenton's Point, Rhode Island, a mile and a half west-south-west of the town, and is garrisoned by four companies of United States Artillery. The site of the town is a beautiful and gentle acclivity, which rises gradually from the harbour, exhibiting it to great advantage, as it is approached from the water. The pleasantness of its situation, and the healthfulness of its climate, its fine views, and its cooling ocean breezes, have rendered it a favourite summer resort to the inhabitants of the cities and of the southern states. It contained, in 1840, a state house, market house, theatre, almshouse, a library, containing over 3000 volumes; three academies, with over 100 students; seven banks, twelve churches—four Baptist, two Congregational, two Episcopal, one Friends, one Moravian, one Methodist, and a Jews' synagogue; 1200 dwellings, and 8633 inhabitants. The commerce of Newport is considerable with Europe, the East and West Indies, in the coasting trade, and the fisheries. It had, in 1840, five commercial and two commission houses, capital 126,700 dollars; 104 stores,

capital 346,515 dollars; three lumber yards, capital 26,800 dollars; one fulling mill, two woollen factories, four cotton factories, 20,290 spindles; three tanneries, one distillery, one brewery, three printing offices, two binderies, three weekly newspapers, seven grist mills. Capital in manufactures, 726,983 dollars. Eight schools, 265 scholars. Tonnage, in 1840, 10,924 tons.—*Official Returns, U. S. Gaz.*

NORTH PROVIDENCE.—This township contained, in 1840, thirty stores, capital 65,700 dollars; one lumber yard, capital 15,000 dollars; two furnaces, two fulling mills, twenty cotton factories, 80,000 spindles; two tanneries, two printing offices, one bindery, one weekly newspaper, five grist mills, one saw mill. Capital in manufactures, 319,500 dollars. Two academies, eighty students, eight schools, 265 scholars. Population, 4207.

PROVIDENCE is situated at the head of Narragansett bay, thirty-six miles from the ocean, in 41 deg. 51 min. north latitude, 71 deg. 16 min. west longitude. Its commerce is rather important, and its navigation extends to China. Population, in 1840, 23,171; twenty-three foreign commercial houses, and fifty-five commission houses, capital 1,582,850 dollars; 329 retail stores, capital 1,758,040 dollars; eighteen lumber yards, capital 170,150 dollars; fisheries, capital 130,000 dollars; value of machinery manufactured, 270,200 dollars; of precious metals, 257,000 dollars; of various metals, 147,550 dollars; one fulling mill, one woollen factory, thirty-two cotton factories, 76,550 spindles; eight dyeing and print works, three tanneries, two distilleries, two breweries, manufactories of paint, drugs, &c. &c. Total capital in manufactures, 3,012,688 dollars. Providence has an university and numerous institutions, and an active intercourse, by steamboats and railroads, with other parts of the union.

The integrity of its inhabitants has been very justly extolled; and it is stated—"As evidence of the integrity and solvency of the merchants, and the vigilance and honesty of the officers of the customs in this district, we state as a matter of fact, that, since the adoption of the constitution of the United States by Rhode Island, there has been collected and paid into the treasury of the general government, up to this time, more than *twelve millions of dollars*; and that the whole amount of loss to the country, during said time, upon bonds or otherwise, accruing from this office, will not exceed *four hundred dollars*."—*Providence Courier*.

The city tax for 1840 was 65,000 dollars.

This tax is assessed on a valuation of above 17,000,000 dollars, being at the rate of 37 cents and 8 mills on each 100 dollars of valuation.

One hundred and nineteen persons, or estates, pay over 100 dollars each of the tax; their aggregate valuation is 8,342,500 dollars; aggregate taxes, 30,867 dollars 25 cents.

	dollars.
18 individuals and estates are taxed for	100,000 or over.
27 " " "	50,000 "
19 " " "	40,000 "
18 " " "	35,000 "
21 " " "	30,000 "
16 " " "	26,500 "

Of the three largest estates, one is taxed for 659,000 dollars, one for 592,000 dollars, and one for 583,000 dollars.

The next largest is taxed for 186,000 dollars; the next, 170,000 dollars; the next, 163,300 dollars; the next, 163,000 dollars; the next, 162,600 dollars; making only eight estates valued as high as 150,000 dollars, or over.—*Official Returns*.

PORTSMOUTH, Rhode Island, seven miles north-west of Newport. Population, in 1840, 1706; who are engaged in agriculture, fisheries, coasting trade, and some manufactures.

PAWTUCKET, four miles north of Providence. It is situated on both sides of the Pawtucket river, and is partly in Rhode Island and partly in Massachusetts. It is a large and flourishing manufacturing village. It had, in 1840, three banks, two in Rhode Island; twelve cotton factories, 35,000 spindles, and over 1000 looms, and about 6000 inhabitants. The river is navigable to this place.

RICHMOND, thirty miles south of Providence. Population, in 1840, 1361. It had

then two fulling mills, three woollen factories, six cotton factories, 70,768 spindles. Capital in manufactures, 113,400 dollars.

SMITHFIELD, sixteen miles north of Providence. There were, in 1840, in the township thirty-three stores, capital 48,800 dollars; ten fulling mills, one woollen factory, thirty-one cotton factories, 88,208 spindles; one paper factory, thirteen grist mills, nineteen saw mills. Capital in manufactures, 1,764,000 dollars. One academy, forty students, forty-five schools, 1841 scholars. Population, 9534.

SCITUATE, twelve miles west of Providence. Population, in 1840, 4090; fifteen stores, one fulling-mill, one woollen factory, eleven cotton factories, 19,654 spindles. Capital in manufactures, 411,180 dollars.

TIVERTON, thirteen miles north-east of Newport. Its navigable waters afford great facilities for navigation, employed chiefly in the fisheries. It has several ponds, well stored with fish, the outlets of which afford water power. A stone bridge, 1000 feet long, connects it with Rhode Island. It had, in 1840, fourteen stores, capital 10,575 dollars; two woollen factories, six cotton factories, 1600 spindles; eight grist mills, four saw mills. Capital in manufactures, 132,900 dollars. Population, 3183.

WARREN, sixteen miles south-east of Providence, on the east side of Narragansett bay. Population, in 1840, 2437. It has a harbour for vessels of 300 tons, a considerable trade, thirteen wharfs, seven commercial and commission houses, capital 184,000 dollars; twenty-two stores, capital 60,500 dollars.

WARWICK, eleven miles south-west of Providence. There were, in 1840, sixty-eight stores, capital 152,000 dollars; three lumber yards, capital 9000 dollars; two woollen factories, twenty-eight cotton factories, 73,041 spindles; two tanneries, eight grist mills, two saw mills. Capital in manufactures, 1,252,200 dollars. Five academies, 186 students, thirty-six schools, 1320 scholars. Population, 6726.

WESTERVILLE, forty-two miles south-south-west of Providence. The surface is uneven and rough; soil, gravelly loam, adapted to grazing. Bounded on the south by the Atlantic, and on the west by Connecticut. Pawcatuck river runs on its north and west border, and affords water power. Pawcatuck village is situated on Pawcatuck river, in its west part, six miles from the ocean, and contains three churches—one Episcopal, one Baptist, and one free; two banks, two academies, eight or ten stores, one cotton factory, and about sixty dwellings. Ship building is a considerable business. Vessels of forty tons come to the place, and of eighty tons two miles below. A bridge crosses to Stonington, where is a small connected village. The Providence and Stonington railroad passes through the place. There are in the township twelve stores, capital 24,500 dollars; two fulling mills, four woollen factories, two cotton factories, 2536 spindles; two tanneries, three grist mills, two saw mills. Capital in manufactures, 106,450 dollars. Fourteen schools, 574 scholars. Population, 1912.

VI. CONNECTICUT.

CONNECTICUT is bounded on the north by Massachusetts, on the east by Rhode Island, on the south by Long Island Sound, and on the west by New York. It lies between 41 and 42 deg. 2 min. north latitude, and 71 deg. 20 min. and 73 deg. 15 min. west longitude. Its area, 4674 square miles, or 2,991,360 acres.

The population, in 1790, was 287,946; in 1800, 251,002; in 1810, 261,942; in 1820, 275,248; in 1830, 297,711; in 1840, 300,015. Of these 148,300 were white males, 158,556 white females, 3881 free coloured males, 4214 free coloured females. Employed in agriculture, 56,955; in commerce, 2743; manufactures and trades, 27,932; navigating the ocean, 2700; navigating the rivers, &c., 431; learned professions and engineers, 1697.

The state is divided into eight counties, viz:—Fairfield, population 49,917, capitals Fairfield and Danbury; Hartford, population 55,629, capital Hartford; Litchfield, population 40,448, capital Litchfield; Middlesex, population 24,879, capital Middletown; New Haven, population 48,582, capital New Haven; New London, population 44,463, capitals New London and Norwich; Tolland, population 17,980, capital Tolland; Windham, population 28,080, capital Brooklyn. These are subdivided into 144 cities and townships.

Connecticut is chiefly an undulated and hilly, but not a mountainous, country. In the north-west parts of the state only are the hills called mountains. The soil is generally good, but more adapted to grazing than to agriculture. The alluvial or interval land on the Connecticut river is remarkably fertile, and easily tilled. The arable lands are carefully tilled, and yield Indian corn, rye, some wheat, oats, barley, buckwheat, flax, some hemp, potatoes, pumpkins, turnips, peas, beans, tobacco, &c. The state abounds with orchards, apples especially, and some other fruits. Horned cattle, horses, sheep, butter, and cheese, are produced extensively.

Live Stock and Agricultural Produce.—In 1840 there were in the state 34,650 horses and mules, 283,650 neat cattle, 403,462 sheep, 131,961 swine; poultry to the amount of 176,629 dollars. There were produced 87,009 bushels of wheat, 33,759 bushels of barley, 1,453,262 bushels of oats, 737,424 bushels of rye, 303,043 bushels of buckwheat, 1,500,441 bushels of Indian corn, 889,870 lbs. of wool, 3,414,238 bushels of potatoes, 426,704 tons of hay, 83,764 lbs. of hemp and flax, 471,657 lbs. of tobacco, 17,538 lbs. of silk cocoons, 51,764 lbs. of sugar. The products of the dairy amounted to 1,376,534 dollars, and of the orchard to 296,232 dollars; value of lumber, 147,841 dollars; and 2666 gallons of wine were made.—*Official Returns.*

The sea coast of this state is indented with numerous bays and harbours. Long Island, which extends before the whole length of the state, facilitates the coasting trade, by sheltering the vessels sailing along its sound from the gales of the Atlantic. The principal trade is that with the West Indies and the whale fishery. The exports of this state consist of beef, pork, horses, cattle, mules, butter, cheese, Indian corn, rye, flax seed, fish, candles, and soap.

Iron ore of an excellent quality is mined in the counties of Salisbury and Kent; the iron made from the ore of the former is used, on account of its quality, for making anchors. Good marble is found in Milford and the vicinity. Freestone, quarried in Chatham and Haddam, is extensively used for basements, lintels, &c.

The principal rivers are the Connecticut, navigable for vessels drawing about eight feet of water fifty miles to Hartford, from the sound between Saybrook and Lyme; the Housatonic, navigable for twelve miles for small vessels; the Thames, navigable fourteen miles up to Norwich, and flowing into the Atlantic at New London.

Trade.—The value of exports from this state, in 1840, amounted in value to 518,210 dollars, and that of the imports to 227,072 dollars. There were ten commercial and thirteen commission houses engaged in foreign trade, with a capital of 565,000 dollars; 1630 retail dry goods and other stores, with a capital of 6,687,636 dollars; 582 persons in the lumber trade employed a capital of 438,425 dollars; 293 persons engaged in transportation, with seventy-six other persons as butchers, packers, &c., employing a capital of 162,065 dollars; 2245 persons were employed in the fisheries, with a capital of 1,301,640 dollars.—*Official Returns.*

Manufactures.—There were, in 1840, home-made or family goods produced to the value of 226,162 dollars; 119 woollen manufactories, employing 2356 persons, producing articles to the value of 2,494,313 dollars, and employing a capital of 1,931,335 dollars; 116 cotton factories, with 181,319 spindles, employing 5153 persons, producing articles to the value of 2,715,964 dollars, and employing a capital of 3,152,000 dollars; twenty-eight furnaces, producing 96,405 tons of cast iron, and forty-four forges and rolling mills, producing 3632 tons of bar iron, the whole employing 895 persons, and a capital of 577,300 dollars; thirty-six paper manufactories, produced articles to the value of 596,500 dollars, and other paper manufactures produced 64,000 dollars, the whole employing 454 persons, with a capital of 653,806 dollars; hats and caps were manufactured to the value of 649,580 dollars, and straw bonnets to the value of 236,730 dollars, the whole employing 1814 persons, and employing a capital of 350,823 dollars; 197 tanneries employed 1359 persons, with a capital of 494,477 dollars; 408 other leather manufactories, as saddleries, &c., produced articles to the value of 2,017,931 dollars, and employed a capital of 829,267 dollars; two glass houses, with sixty-four persons, value of fabrics produced, 32,000 dollars, with a capital of 32,000 dollars; fourteen potteries, employing forty-four persons, produced 40,850 dollars, with a capital of 31,880 dollars; eight powder mills, employing twenty-six persons, produced 662,500 pounds of powder, with a capital of 77,000 dollars; 335

persons produced machinery to the value of 319,680 dollars; 1109 persons produced hardware and cutlery to the value of 1,114,725 dollars; fifty-five persons manufactured granite, marble, &c., to the value of 50,866 dollars; bricks and lime were produced to the value of 151,446 dollars; soap, and tallow and wax candles employed a capital of 46,000 dollars; 1289 persons produced carriages and waggons to the value of 929,301 dollars, with a capital of 513,411 dollars; seven flouring mills produced 15,500 barrels of flour, and with grist mills, saw mills, and other mills, employed 895 persons, and manufactured articles to the value of 543,509 dollars, and employed a capital of 727,440 dollars; seventy distilleries employed forty-two persons, and produced 215,892 gallons of spirits, with a capital of 50,380 dollars; ships were built to the value of 428,900 dollars; sixteen ropewalks employed 107 persons, and produced articles to the value of 150,775 dollars, with a capital of 85,700 dollars; 786 persons manufactured furniture to the value of 253,675 dollars, with a capital of 312,770 dollars; ninety-five brick and 517 wooden houses were erected by 1599 men, value 1,086,295 dollars; there were thirty-six printing offices, and seventeen binderies, two daily, twenty-seven weekly, and four semi-weekly newspapers, and eleven periodicals, the whole employing 368 persons, and a capital of 217,075 dollars. The whole value of capital employed in manufactures was 13,669,139 dollars.—*Official Returns.*

* *Education.*—Yale college, at New Haven, is one of the oldest institutions of the kind in the United States. It was founded in 1701, and removed from Saybrook to New Haven, in 1717. Washington College, at Hartford, under the direction of the Episcopalians, was founded in 1826. The Wesleyan university, at Middletown, is under the direction of the Methodists. The Asylum for the Deaf and Dumb, at Hartford, is the oldest and most useful institution of the kind in the United States, with about 130 students. In 1840 there were in those colleges, 700 students; there were 127 academies and grammar schools, with 4865 students; 1619 common and primary schools, with 65,739 scholars; and 526 persons over twenty years of age who could neither read nor write, the least number of any state in the union. Connecticut has a larger school fund, in proportion to its population, than any other state, amounting to about 2,000,000 dollars. It is invested in bonds, contracts, bank stock, &c., and yields about 118,000 dollars per annum. This growing fund originated chiefly from the sale of the Western Reserve land, which constituted a large part of the northern portion of the state of Ohio, included in its original charter, and ceded to it by the United States, by way of compromise, 1840. The revenue of the school fund, according to Governor Ellsworth's speech, was appropriated to the instruction of 82,676 children. In 1842, this number increased to 84,233.—*Official Returns, U. S. Gaz.*

The principal religious denominations are the Congregationalists, the Baptists, the Episcopalians, and the Methodists. In 1836 the Congregationalists had 232 churches, 271 ministers, and 29,579 communicants; the Baptists, ninety-two churches, ninety ministers, and 10,039 communicants; the Episcopalians, one bishop, and sixty-three ministers; the Methodists, seventy-three ministers. Besides these, there were a few Roman Catholics, Unitarians, and Universalists.

There is a state prison at Wethersfield, erected in 1826.

Public Works.—The principal internal works are the Farmington canal, extending from New Haven, fifty-six miles, to the north line of the state, whence it is continued to Northampton, Massachusetts; at Haddam a canal extends around the falls in the Connecticut river of five miles and a half, which, without her improvements above, is designed to render the river navigable for boats and steamboats to the White river, in Vermont; the Norwich and Worcester railroad, fifty-eight miles and a half, extends from Norwich north through the state; the New Haven and Hartford railroad, thirty-six miles, connects those two places, and is to be extended to the Western Massachusetts railroad at Springfield; the Housatonic railroad commences at Bridgeport, and extends to North Canaan, at the north line of the state, seventy-three miles, and is continued to meet the Western railroad of Massachusetts, at West Stockbridge.—*Official Returns, U. S. Gaz.*

FINANCES FOR 1842—43.

This state owes no debt, and has, beside the school fund, a permanent productive bank stock amounting to 400,000 dollars.

WAYS and Means for 1842-43, from *Official Returns*.

	dollars.
Balance in Treasury, April 1st, 1842	19,878.81
Avails of State tax of one cent on the dollar of the Grand List	36,500.00
Dividend on Bank Stock owned by the State	26,798.00
Avails of Courts, forfeited Bonds, &c.	3,980.22
Pedlars' licences, auction duties, &c.	2,542.35
Interest on School Fund	118,753.37

PRINCIPAL Heads of Expenditures from March 31st, 1842, to April 1st, 1843.

	dollars.
Pay of Members, and contingent expenses of General Assembly	21,930.48
Salaries of Executive Officers	3,184.00
Clerks, and contingent expenses of State Offices, about	4,000.00
Salaries of Judges, and Reporter of Supreme and County Courts	8,350.00
Judicial expenses	31,336.35
Salary of Directors of State Prison	300.00
Support of State Paupers	1,500.00
Ditto of Pupils at Blind Asylum, Boston	495.35
Ditto ditto at American Asylum, Hartford	1,825.16
Ditto of insane Poor, at the Retreat, Hartford	330.81
Payments to County Agricultural Societies	1,135.50
Printing Geological Report	1,512.00
Support of Common Schools (payable out of School Fund)	116,632.15
Expenses of managing School Fund (ditto)	2,121.22
Balance in the Treasury, March 31st, 1843	23,105.30
Ditto of interest on School Fund, undivided	28,900.00
Ordinary expenses of the Government, exclusive of appropriations to Schools	72,000.00

Connecticut Legislature.—The number of the members of the present House of Representatives of this state is 207—of which there are, farmers, 134; mechanics, 18; merchants, 14; manufacturers, 20; ship-masters, 2; teachers, 2; lawyers, 10; occupations unknown, 3; bank cashier, 1; physicians, 3. Total, 207.

COMMERCE of Connecticut from 1791 to 1844.

YEARS.	EXPORTS.			Imports.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic. dollars.	Foreign. dollars.	TOTAL. dollars.	dollars.	dollars.	dollars.	tons.
1791.....	.....	.....	710,353	.....	214,517	.....	18,149
1792.....	.....	.....	670,753	.....	149,162	33	16,323
1793.....	.....	.....	770,250	.....	163,770	1,198	18,013 85
1794.....	.....	.....	812,705	.....	186,535	276	20,511 59
1795.....	.....	.....	819,405	.....	184,794	1,796	22,549 91
1796.....	.....	.....	1,452,793	.....	191,309	23,685	26 045 39
1797.....	.....	.....	814,506	.....	160,488	30,398	19,634 25
1798.....	.....	.....	705,428	.....	181,900	37,819	23,540 44
1799.....	.....	.....	1,143,818	.....	334,470	21,021	31,632 63
1800.....	.....	.....	1,114,743	.....	204,839	35,748	31,260 39
1801.....	.....	.....	1,446,216	.....	367,861	15,791	34,465 58
1802.....	.....	.....	1,600,809	.....	339,870	53,622	24 940 05
1803.....	1,238,388	16,183	1,284,571	.....	350,110	21,402	26,770 54
1804.....	1,486,882	20,224	1,516,110	.....	429,531	47,150	23,682 67
1805.....	1,358,537	90,190	1,443,727	.....	464,592	80,488	29,053 21
1806.....	1,522,780	193,078	1,715,858	.....	478,664	114,715	26,096 37
1807.....	1,519,983	105,644	1,624,727	.....	464,467	114,896	27,071 11
1808.....	207,781	15,010	413,691	.....	254,769	24,314	22,287 87
1809.....	655,228	11,255	666,513	.....	163,644	16,729	21,806 46
1810.....	762,785	5,858	768,643	.....	187,521	18,312	22,671 25
1811.....	994,216	38,138	1,032,354	.....	256,361	3,709	26,062 65
1812.....	720,805	.....	780,805	.....	873,829	14,220	28,853 54
1813.....	968,729	5,574	974,303	.....	414,595	24,557	24,341 00
1814.....	1,042,776	369	1,013,136	.....	100,707	35,261	25,016 54
1815.....	383,135	.....	332,135	.....	230,229	5,595	23,472 12
1816.....	587,007	6,799	594,806	.....	347,430	5,855	24 621 62
1817.....	574,290	20,849	604,139	.....	176,837	5,701	21,127 04
1818.....	574,500	3,064	577,564	.....	205,470	5,701	13 409 31
1819.....	437,851	683	438,534	.....	234,190	3,038	14,378 30
1820.....	415,830	6,101	421,931	.....	208,750	1,208	14,341 67
1821.....	306,160	10,007	376,167	312,090	166,193	2,940	14,084 85
1822.....	479,353	9,959	489,312	507,094	262,375	1,437	16,228 81
1823.....	490,941	1,120	492,061	456,463	242,400	6,090	16,419 84
1824.....	570,634	5,218	575,852	581,510	306,396	5,157	13,084 78
1825.....	684,686	4,564	689,250	707,478	275,933	10,856	14,538 75
1826.....	695,454	13,439	708,893	736,194	274,703	6,369	13,084 78
1827.....	567,100	23,175	590,275	630,001	234,562	1,020	11,704 76
1828.....	493,925	27,620	521,545	485,174	166,544	20,304	18 814 44
1829.....	456,988	6,965	457,970	309,538	125,386	20,503	16,916 44
1830.....	385,610	3,901	389,511	269,583	113,125	12,433	14,980 05
1831.....	482,073	810	482,883	309,960	114,528	6,069	17,064 43
1832.....	430,466	.....	430,466	437,715	87,122	3,867	21,068 85
1833.....	427,003	.....	427,003	352,014	83,443	374	21,805 33
1834.....	421,419	997	422,416	385,720	82,742	1,441	24,939 79
1835.....	487,510	25,469	512,979	430,502	106,521	2,164	26,112 74
1836.....	431,176	7,023	438,199	468,163	.....	.....	27,398 35
1837.....	523,103	9,487	532,590	318,830	.....	.....	28,716 03
1838.....	513,610	.....	513,610	343,331	.....	.....	28,451 19
1839.....	583,226	.....	583,226	446 191	.....	.....	83,014 84
1840.....	518,210	.....	518,210	277,072	.....	.....	.....
1841.....	500,348	.....	509,348	205,989	.....	.....	.....
1842.....	562,392	.....	332,392	335,707	.....	.....	.....
1843.....	307,223	.....	307,223	230,841	.....	.....	31,315 59
1844.....	.....	.....	.....	.....	.....	.....	.....

* The above is the ascertained tonnage.

† Total tonnage in 1839, including enrolled or coasting and fishing to nags.

In 1843 the registered tonnage of Connecticut amounted to 31,315.59 tons, the enrolled and licensed tonnage to 28,794.29 tons. Total, 60,209.88-95ths tons.

For 1843 the trade is only for nine months, ending June 30, the commercial year ending, by recent law, on that date.

PRINCIPAL SEAPORTS AND TOWNS IN CONNECTICUT.

NEWHAVEN, is very pleasantly situated around part of a bay, which enters the state from Long Island Sound, in 41 deg. 18 min. north latitude, and 72 deg. 56 min. west longitude. The population, in 1810, amounted to 5772 inhabitants; in 1840, to 12,960 inhabitants. This city extends about three miles from east to west, and two from south to north. It is laid out with great regularity, and consists of two parts, the old town, and the new township. The old town was laid out in the form of a square, half a mile on a

side, divided into nine smaller squares, each fifty-two rods on a side, separated by streets four rods in width. The squares have generally been divided into four parts, by streets intersecting them. The central square was reserved for public purposes, and is divided into two parts by Temple-street. The eastern half of this square is unoccupied by buildings, but ornamented by lofty trees. On the square on the west side of Temple-street are three elegant churches; two Congregational, of brick, and one Episcopal, of stone, the latter of Gothic architecture; and a fine row of churches are nowhere found in the United States. A little to the west of Temple-street, on the western half of the square, is the state house, a large and splendid edifice, of Grecian architecture, built of brick. On the west side of the square, and fronting toward the east, is the row of buildings belonging to Yale college, of very commanding appearance, with handsome trees in front. The whole square, with its fine public buildings, and its lofty and graceful elms, presents an assemblage of beauty unsurpassed by any public ground of any city in the country. The houses of the city are generally built of wood, and neatly painted, and surrounded by court yards and gardens, ornamented by shrubbery and fruit trees; but many of the houses recently built are of brick, and constructed generally with elegance and taste. The whole city has a quiet and rural aspect, scarcely elsewhere to be found in so large a place. The new township is regularly laid out, and finely built, and has a fine public ground called Wooster-square, containing five acres. At the north-east corner of the old town is the public cemetery, containing over seventeen acres, intersected by avenues and alleys at right angles with each other, and divided into family lots, thirty-two feet in length, and eighteen feet broad. All the avenues and alleys are bordered by railings painted white, with the names of the owners of the lots inscribed on them. The cemetery contains many elegant monuments, and is beautifully ornamented by shrubbery, and deservedly attracts much public attention.—*U. S. Gaz.*

The harbour is shallow, and gradually filling up with mud. It has about seven feet depth of water over the bar at low tide, and the common tides rise to six feet, and the spring tides about seven or eight feet. Long wharf, the longest in the United States, is 3943 feet in length. There is less depth of water at its termination now, than there was in 1765, when it was only twenty rods long. There is another wharf, which has a basin, in which, by means of flood-gates, the water is always kept at the elevation of high tide. The foreign and coasting trades are considerable. The southern sealing business, connected with the China trade, formerly brought considerable wealth into the city. At present its foreign trade is chiefly with the West Indies. The tonnage of the port, in 1840, was 11,500 tons. A line of steamboats and several lines of sailing packets ply between this city and New York. The Farmington canal connects this place with Northampton, Massachusetts, and Connecticut river near it; and a railroad connects it with Hartford. There are also a custom house, a museum, four banks, and a savings' institution, various benevolent societies, the Young Men's Institute, and an institution for popular lectures, with one of the best libraries in the union. Yale college is one of the oldest and most useful institutions in the United States. It was founded in 1701, originally at Killingworth. It was removed to Saybrook in 1707, and to Newhaven in 1777. It has more students, and has educated more men than any other college in the country. In 1841, the officers were thirty in number. Of these, besides the president, seventeen were professors, and the remainder were tutors or subordinate officers; fifteen are connected with the college proper. The whole number of students of all descriptions was 550. Of these 410 were under-graduates; fifty-nine theological students; thirty-one law; forty-seven medical; and three resident graduates. The whole number of graduates is over 5000, of whom nearly 1400 were ministers. The number of volumes in the various libraries is 23,000, among which are many old and rare, as well as many splendid modern works.—*Official Returns, U. S. Gaz.*

HARTFORD is situated on the west side of Connecticut river, fifty miles from its mouth, at the head of the navigation for sloops and small sea-going vessels, in 41 deg. 45 min. north latitude, and 70 deg. 50 min. west longitude. It is thirty-four miles north-north-east from Newhaven, and 123 north-east from New York. The population, in 1810, was 3955; in 1820, 4726; in 1830, 7076; in 1840, 9468, and, including the lower city, 12,793. Engaged in commerce, 575; in manufactures and trades, 1081; learned professions, 112.—*Official Returns.*

The compact part of the city is more than a mile in length, and three-fourths of a mile wide. The ground rises gradually from the river. The streets are not laid out with much regularity. Main-street, which passes through the place in a north and south direction, about sixty rods from the river, is broad, and well built. Hartford is well situated for a commercial capital. Connecticut river, which has been made navigable for boats, 220 miles, to the mouth of Wells river, in Newbury, Vermont, opens an extensive country to the north. A covered bridge, 1000 feet long, and which cost about 100,000 dollars, connects the city with East Hartford, which has 2389 inhabitants. A line of steamboats ply to and from New York; and a railroad extends thirty-eight miles to Newhaven. There were, in 1840, three foreign commercial and ten commission houses, capital 383,000 dollars; 245 retail stores, capital 1,954,250 dollars; six lumber yards, capital 76,000 dollars; machinery produced 6000 dollars; five furnaces, capital 54,000 dollars; precious metals produced 27,000 dollars; various metals 121,500 dollars; silk, capital 30,000 dollars; one tannery, capital 500 dollars; manufactures of leather, capital 130,370 dollars; one pottery, capital 12,000 dollars; one ropewalk, capital 6000 dollars; one flouring mill, one grist mill, two saw mills, capital 43,000 dollars; eleven printing-offices, six binderies, one daily, ten weekly, and three semi-weekly newspapers, six periodicals, employed 191 persons, capital 43,775 dollars. Total capital in manufactures, 578,195 dollars.—*Official Returns, U. S. Gaz.*

ASHFORD, thirty-two miles east from Hartford. In 1840, population, 2651; had two woollen factories. Capital in manufactures, 84,400 dollars.

BRIDGEPORT, seventy-five miles south-south-west of Hartford, stands on the west side of an arm of Long Island sound. The harbour is eighty rods wide at high water, but not more than twelve of it has water at low tide. The bar, at its mouth, has thirteen feet at high tide. There is a lighthouse on Fairweather Island. A mile and a half above its entrance, the harbour is crossed by a toll bridge, 1237 feet long. It had, in 1840, two banks, and twenty vessels engaged in the coasting trade, and five in the fisheries. Its manufactures, particularly of carriages and saddles, are extensive. The Housatonic railroad connects this place with West Stockbridge, where it meets the railroad from Boston to Albany. Daily steamboats communicate with New York. It contained, in 1840, seventy-three stores; capital 323,500 dollars; six fulling mills, one woollen factory, one cotton factory, 3500 spindles, two tanneries, one pottery, one rope-walk, two grist mills, three printing offices, two weekly papers. Capital in manufactures, 436,300 dollars. Population, 4570.—*Official Returns, U. S. Gaz.*

BERLIN, ten miles south-by-west of Hartford, and 327 from Washington. The soil is fertile. The Hartford and Newhaven railroad passes through it. It had, in 1840, twelve stores, capital 79,100 dollars; one fulling mill, two cotton factories, 1000 spindles, one tannery, four grist mills, three saw mills. Capital in manufactures, 330,050 dollars. Population, 3411.—*Official Returns.*

BRISTOL, seventeen miles south-west of Hartford. Population, in 1840, 2109; four fulling Berlin mills, one woollen factory, seven clock and button fabrics. Capital in manufactures, 160,000 dollars.—*Official Returns.*

CANAAN, forty-two miles north-west of Hartford. Iron has been extensively manufactured and wrought here; but the ore is brought from the west part of Salisbury, on the border of the state of New York. It had, in 1840, eight furnaces, ten stores; capital, 21,400 dollars; three fulling mills, two woollen factories, three tanneries, three grist mills, ten saw mills. Capital in manufactures, 61,925 dollars. Population, 2166.—*Official Returns.*

CANAAN (NEW), seventy-four miles west of Hartford. Population, in 1842, 2217. Capital, in various minor manufactures, 81,700 dollars.

CHATHAM, sixteen miles south of Hartford. In 1840, capital in manufactures, 96,600 dollars. Population, 3413.

COLCHESTER, twenty-four miles south-south-east of Hartford. Capital in manufactures, 1800 dollars. Population, 2101.

COVENTRY, seventeen miles east of Hartford. It had, in 1840, four stores, capital 9100 dollars; three fulling mills, two woollen factories, two cotton factories, 830 spindles, two

tanneries, one paper factory, three grist mills, six saw mills. Capital in manufactures, 196,137 dollars. Population, 2018.

DANBURY, sixty-eight miles south-west of Hartford. It had, in 1840, thirteen stores, capital 34,400 dollars; one tannery, five grist mills, three saw mills, one printing office, one weekly newspaper. Capital in manufactures, 192,200 dollars. Population, 4504.

DERBY, forty-four miles south-west of Hartford. It had, in 1840, thirteen stores, capital 32,800 dollars; one lumber yard, capital 8000 dollars; six fulling mills, two woollen factories, three cotton factories, 2378 spindles, three tanneries, four distilleries, one rope factory, two paper factories, one flouring mill, one grist mill, seven saw mills. Capital in manufactures, 260,700 dollars, principally in metals. Population, 2851.

ENFIELD, eighteen miles north-by-east of Hartford. There is a Shaker's settlement in this township, who have 1000 acres of land under high cultivation. It had, in 1840, eight stores, capital 15,000 dollars; one woollen factory, three tanneries, two distilleries, two grist mills, five saw mills. Capital in manufactures, 260,200 dollars. Population, 2648.

FARMINGTON, nine miles west-by-south of Hartford. The Farmington canal, extending from Newhaven to Northampton, Massachusetts, passes through it. There are, in the township, eight stores, capital 37,000 dollars; one paper factory, three grist mills, six saw mills. Capital in manufactures, 39,500 dollars. Population, 2041.

FAIRFIELD, fifty-eight miles south-west of Hartford. Black Rock harbour, distant one mile and a half; next to New London, one of the best harbours on the sound, having nineteen feet water. There is a lighthouse on Fairweather Island.

GLASTONBURY, six miles south of Hartford. In 1840, population, 3077; had three fulling mills, four woollen factories, two cotton factories, 5360 spindles. Capital in manufactures, 216,400 dollars.

GRANBY, sixteen miles north-north-west of Hartford. In this township are the Simsbury copper mines, formerly wrought, but afterwards occupied as the Connecticut state prison. The pit, or cavern, fifty feet deep, was the place of nocturnal confinement; but this miserable hole has been exchanged for a fine state prison at Wethersfield. It had, in 1840, six stores, capital 34,500 dollars; two fulling mills, one woollen factory, three tanneries, eighteen distilleries, three grist mills, seven saw mills. Capital in manufactures, 85,200 dollars. Population, 2611.

GREENWICH, eighty-two miles south-west of Hartford; incorporated by the Dutch in 1665, and claimed by New York. It had, in 1840, thirteen stores, capital 34,400 dollars; one forge, three grist mills. Capital in manufactures, 9800 dollars. Population, 3921.

* **GRISWOLD**, fifty miles east-south-east of Hartford. In 1840, it had seven stores, capital, 11,000 dollars; seven cotton factories, 9667 spindles; two tanneries, three grist mills, four saw mills. Capital in manufactures, 297,450 dollars. Population, 2165.

GROTON, situated on the east side of the Thames river, at its mouth, opposite to New London. It has a good harbour on the Mystic river, and some whaling and other vessels are owned here. Fort Griswold, one of the fortifications for the defence of the harbour of New London, is on Groton Heights. It had, in 1840, fourteen stores, capital 22,300 dollars; four grist mills, four saw mills. Capital in manufactures, 13,710 dollars. Population, 2963.

HADDAN, twenty-three miles south of Hartford. In 1840, population, 2599. Capital in various manufactures, 71,700 dollars.

EAST HADDAN, thirty miles south-south-east of Hartford. The surface is uneven and rocky; soil, fertile. It contained, in 1840, three stores, one saw mill, one cotton factory, and about twenty dwellings. There were in the township, in 1840, twelve stores, capital 46,000 dollars; two lumber yards, capital 12,000 dollars; three fulling mills, seven cotton factories, 6546 spindles. Population, 2620.

LEBANON, thirty-one miles east-south-east of Hartford. It had, in 1840, three stores, capital, 6700 dollars; two fulling mills, two woollen factories, one tannery, four grist mills, seven saw mills. Capital in manufactures, 2000 dollars. Population, 2194.

LITCHFIELD, thirty-two miles west of Hartford. There were, in 1840, in the township twenty-one stores, capital 67,000 dollars; seven fulling mills, five woollen factories, six

tanneries, one forge, one paper factory, two printing offices, two weekly newspapers, six grist mills, four saw mills, one oil mill. Capital in manufactures, 57,550 dollars. Population, 4038.

KILLINGBY, forty-seven miles east of Hartford. Population, in 1840, 3685; one woollen factory, sixteen cotton factories, 21,998 spindles, moved by water power. Capital in manufactures, 204,950 dollars.

MANSFIELD, twenty-four miles east of Hartford. Population, in 1840, 2276; silk grown, and made into sewing silk; one woollen factory, one cotton factory, 1000 spindles. Capital in manufactures, 66,133 dollars.

MIDDLETOWN is pleasantly situated on the west bank of the Connecticut river, thirty-four miles above its mouth, in 41 deg. 33 min. 8 sec. north latitude, and 72 deg. 39 min. west longitude, fourteen miles south of Hartford, twenty-four miles north-east of New Haven, thirty-five miles north-west of New London, 326 miles from Washington. Population, in 1820, 2618; including the township, 6479; in 1830, 2965; including the township, 6892; in 1840, 3511; including the township, 7010. The ground rises gradually from the river, and the principal streets run parallel with it, and are crossed by others running at right angles with them. The city is well built, chiefly of brick, and in the back parts are many elevated and fine situations, with a commanding view of the river and surrounding country. It is at the head of ship navigation, and any vessels which can cross the bar at the mouth of the river, can come up to its wharfs, which have ten feet of water. It has a daily communication with Hartford and the city of New York by steamboats. A ferry boat connects the city with Chatham. Middletown has considerable commerce and manufactures. There were, in 1840, thirty-seven stores, capital 269,500 dollars; three lumber yards, capital 40,000 dollars; one fulling mill, one woollen factory, one cotton factory, 11,000 spindles; one dyeing and printing establishment, two tanneries, one powder mill, two grist mills, five saw mills, one rope-walk, four printing offices, one bindery, two weekly newspapers, one periodical. Capital in manufactures, 379,600 dollars. Tonnage of the port, 14,230 tons.—*U. S. Gaz. Official Returns.*

MILFORD, forty-five miles south-south-west of Hartford. There were, in 1840, in the township eleven stores, capital 16,500 dollars; one lumber yard, capital 2000 dollars; one tannery, four grist mills, three saw mills. Capital in manufactures, 330,050 dollars. Population, 2455.

NEW MILFORD, fifty-one miles west of Hartford. Population, in 1840, 3974; one cotton factory, 1500 spindles. Capital in manufactures, 37,900 dollars.

MYSTIC BRIDGE, fifty-six miles south-east of Hartford. Situated on the west side of the Mystic river, in a village called Portersville, which is connected with Mystic village on the opposite side of the river, by a toll-bridge. The united villages are on the Mystic river, two miles from its mouth, and contain ten stores, about 150 dwellings, and a mariner's church, in Portersville, free to all denominations. The river is navigable for vessels of 400 tons to the bridge. A number of whale ships and coasting vessels are owned here. Several vessels are employed along the coast as wreckers, and cruise as far as the West Indies. About 300 men and boys, in both villages, are employed in navigation. Ship building is carried on at the head of Mystic river.

NEW LONDON, is a port of entry, situated on the Thames, three miles from its entrance into Long Island sound, and is in 41 deg. 24 min. north latitude, and 72 deg. 30 min. west longitude from Greenwich. It is forty-four miles south-east of Hartford. The population, in 1810, was 3288; in 1820, 3330; in 1830, 4356; in 1840, 5519. It is not in general very well built, but there are some houses recently erected, which are neat and elegant. There are three banks and two insurance offices. A daily line of steamboats communicates with New York and Norwich, and connects New London with the railroad to Worcester. There are also several lines of packets. The harbour is the best in Connecticut, and one of the best in the United States. It has a depth of thirty feet, and is spacious and safe. It is defended by two forts. There is a lighthouse on a projecting point of land which divides the harbour from Long Island sound, three miles below the city. The harbour is rarely obstructed by ice. New London has not an extensive back country, the trade of which naturally flows to it; but it serves in some measure as a port to the Connecticut river, which is not generally navigable to vessels of the largest class, nor at all for a

portion of the winter. The foreign trade of New London is chiefly with the West Indies, and its coasting trade with the southern states. The fisheries, and particularly the whale fishery, have extensively engaged the attention, and employed the capital and enterprise of its inhabitants. About 1,000,000 dollars are devoted to the prosecution of this fishery. The tonnage of the port, in 1840, was 44,822 tons. There were, in 1840, forty retail stores, capital 220,000 dollars; three lumber yards, capital 30,000 dollars; capital employed in the fisheries, 830,000 dollars; machinery produced, 20,000 dollars; hardware and cutlery, 61,000 dollars; one tannery, capital 3000 dollars; three rope-walks, capital 10,000 dollars; one printing office, one bindery, one weekly paper. Total capital in manufactures, 91,300 dollars.—*Official Returns, U. S. Gaz.*

NORWICH, situated at the head of the tide navigation on the Thames river, in 41 deg. 33 min. north latitude, and 72 deg. 7 min. west longitude, thirteen miles north of New London, thirty-nine miles south-east of Hartford. Population, in 1830, city, 3144; total in township, 5179; in 1840, city, 4200; and including the township, 7239. It consists of three parts—Chelsea Landing, or Norwich City, the Town, and Westville, formerly called Bean Hill. Norwich City, or the Landing, is situated on the point of land between the Shetucket and Yantic rivers, which here unite to form the Thames. The site is singularly romantic, on the steep declivity of a high hill, which causes the streets to rise above each other like terraces, and the houses in the rear to overlook those in front. In the north-west part of the city, on the road to Hartford, is Westville, which contains a number of pleasant dwellings and several manufacturing establishments. A cove sets up about a mile from the Thames, over the mouth of which is a bridge. At the head of this cove the Yantic river enters it by a singularly romantic cataract, affording a fine site for mills and manufactures. A mile east of the landing, on the Shetucket, is Greenville, a flourishing manufacturing village. Steamboats ply between Norwich and New York, and a railroad connects it with Worcester, Massachusetts, and thence with Boston. There were in Norwich, in 1840, ninety-seven stores, with a capital of 337,000 dollars; five lumber yards, with a capital of 32,000 dollars; hardware produced to the amount of 50,000 dollars; one fulling mill, one woollen factory, capital 35,000 dollars; one cotton factory, 4000 spindles, capital 100,000 dollars; one tannery, one pottery, two grist mills, one oil mill, two rope-walks, two paper factories, three printing offices, two binderies, and two weekly newspapers. Capital in manufactures, 408,700 dollars. Three academies, seventy-one students, thirteen schools, 908 scholars. In the township, without the city limits, are fourteen stores, capital 36,000 dollars; six fulling mills, five woollen factories, one cotton factory, with 4626 spindles; one tannery, one pottery, eleven grist mills, two paper factories. Capital in manufactures, 453,500 dollars.—*Official Returns, U. S. Gaz.*

NEWTON, sixty-two miles south-west of Hartford. Population, in 1840, 3184; it had three woollen factories, one cotton factory, 300 spindles. Capital in manufactures, 70,100 dollars.

NORTH STONINGTON, fifty-three miles north-east of Hartford. Population, in 1840, 2269. Capital in manufactures, 13,710 dollars.

PLAIRFIELD, forty-five miles east of Hartford. Population, in 1840, 2383; it had two woollen factories, seven cotton factories, 15,900 spindles; nine oil mills. Capital in manufactures, 364,000 dollars.

PLYMOUTH, twenty-three miles west of Hartford, celebrated for its manufacture of clocks. There were, in 1840, in the township seven stores, capital 32,000 dollars; one fulling mill, one woollen factory, one cotton factory, 2650 spindles, two furnaces, one tannery, two grist mills, eight saw mills. Capital in manufactures, 84,400 dollars. Population, 2205.

RIDGEFIELD, eighty-one miles south-west of Hartford. It had, in 1840, twelve stores, capital 26,000 dollars; one lumber yard, capital 6000 dollars; one furnace, one fulling mill, two tanneries, two grist mills, four saw mills. Capital in manufactures, 93,100 dollars. Population, 2474.

SAYBROOK, forty-two miles south-south-east of Hartford. Population, in 1840, 3417. Capital in manufactures, 131,250 dollars. Ship building and the shad fishery are carried on.

STAFFORD.—Population, in 1840, 2469. Capital in manufactures, chiefly woollen, 82,200 dollars.

SALISBURY, fifty-three miles west of Hartford. It had, in 1840, seven stores, capital 29,500 dollars; three furnaces, ten forges, two tanneries, three grist mills, four saw mills. Capital in manufactures, 38,950 dollars. Population, 2561.

SHARON, forty-eight miles west of Hartford. There were, in 1840, in the township six stores, capital 20,300 dollars; one cotton factory, 720 spindles; one furnace, one forge, two tanneries, two grist mills, three saw mills. Capital in manufactures, 77,225 dollars. Population, 2407.

STAMFORD, seventy-seven miles south-west of Hartford. It had, in 1840, seventeen stores, capital 32,750 dollars; two lumber yards, capital 5500 dollars; one furnace, one forge, one tannery, one printing office, one weekly newspaper. Capital in manufactures, 23,200 dollars. Population, 3516.

STONINGTON, sixty miles south-east of Hartford. The borough, or principal village, is on a rocky point of land, which projects half a mile into the east end of Long Island sound, and has a good harbour, protected by a breakwater, constructed by the United States, at an expense of 50,000 dollars. It contains two churches, two academies, a bank, 150 dwellings, and about 1000 inhabitants. It has considerable navigation, employed chiefly in the whaling and sealing business. A railroad connects this place with Providence, which, with the Long Island railroad, not yet completed, will form the most direct route from New York to Boston. There were, in 1840, in the township eighteen stores, capital 49,300 dollars; two lumber yards, capital 11,500 dollars; one fulling mill, four woollen factories, one tannery, four grist mills. Capital in manufactures, 86,025 dollars. Two academies, 103 students, fifteen schools, 807 scholars. Population, 3898.

SUFFIELD, seventeen miles north of Hartford. Population, in 1840, 2669. Capital in manufactures, 111,337 dollars.

THOMPSONVILLE, twenty miles north of Hartford. Situated on the Freshwater river, at its entrance into the Connecticut river, about one mile north of Enfield bridge. It has a large manufactory of carpets, with 120 looms, producing 800 yards daily. The village only contains 800 inhabitants.

THOMPSON, forty-three miles south-east of Hartford. Population, in 1840, 3535. Capital in various manufactures, 424,650 dollars.

WALLINGFORD, twenty-four miles south-by-west of Hartford. There were, in 1840, in the township two woollen factories, one tannery, two grist mills, four saw mills. Capital in manufactures, 43,050 dollars. Population, 2204.

WATERBURY, fifty-two miles south-south-west of Hartford. The township had, in 1840, seventeen stores, capital 88,370 dollars; five fulling mills, three woollen factories, three cotton factories, 570 spindles; two tanneries, three distilleries, five grist mills, sixteen saw mills. Capital in manufactures, 718,309 dollars. Population, 3668.

WATERFORD, forty-six miles south-east of Hartford. It had, in 1840, four stores, capital 4000 dollars; one tannery, three grist mills, one oil mill. Capital in manufactures, 11,500 dollars. Population, 2329.

WESTERFIELD, four miles south of Hartford. Population, in 1840, 3844. Capital in manufactures, 157,033 dollars.

WILLON, seventy-four miles west of Hartford. Population, in 1840, 2053. Capital in manufactures, 9600 dollars.

WESTON, sixty-three miles south-west of Hartford. There were, in 1840, in the township eight stores, capital 12,000 dollars; one flouring mill, eight grist mills, thirteen saw mills. Capital in manufactures, 17,050 dollars. Population, 2651.

WINDHAM, thirty-one miles east of Hartford. There were, in 1840, in the township eleven stores, capital 48,000 dollars; two fulling mills, three woollen factories, five cotton factories, 11,950 spindles; one tannery, two paper factories, three grist mills, seven saw mills. Capital in manufactures, 361,350 dollars. Population, 3382.

WINDSOR, seven miles north of Hartford. There were, in 1840, in the township six stores, capital 18,600 dollars; one fulling mill, one woollen factory, three cotton factories, 570 spindles; one tannery, three paper factories, five grist mills, two saw mills. Capital in manufactures, 155,300 dollars. Population, 2283.

EAST WINDSOR, seven miles north-east of Hartford. There were, in 1840, in the township thirteen stores, capital 26,800 dollars; five fulling mills, three woollen factories, four distilleries, one paper factory, four grist mills, five saw mills. Capital in manufactures, 129,300. Population, 3600.

WOODSTOCK, forty-three miles east-north-east of Hartford. There were, in 1840, in the township sixteen stores, capital 33,000 dollars; two fulling mills, three woollen factories, three cotton factories, 3252 spindles. Population, 3053.—*Official Returns, U. S. Gaz.*

VII. STATE OF NEW YORK.

THE STATE OF NEW YORK is bounded on the north by Lake Ontario, the river St. Lawrence, and Lower Canada; on the east by Vermont, Massachusetts, and Connecticut; on the south by the Atlantic, New Jersey, and Pennsylvania; and on the west by Pennsylvania, Lake Erie, and Niagara river. It lies between 39 deg. 45 min. and 45 deg. north latitude, and between 73 deg. and 79 deg. 55 min. west longitude. It is about 316 miles long, and 314 miles broad; its area is about 46,000 square miles, or 11,040,000 acres; being more than one-third of the area of Great Britain and Ireland. The population in 1790, was 340,120; in 1800, 586,050; in 1810, 959,049; in 1820, 1,372,812; in 1830, 1,913,508; in 1840, 2,428,921, viz.: 853,929 white males, 816,276 white females; 6435 free coloured males, 6428 free coloured females. There were employed in mining, 1898; in agriculture, 455,954; in commerce, 28,468; in manufactures and trades, 173,193; in navigating the ocean, 5511; in navigating lakes and canals, 10,167; in learned professions, 14,111. The number of inhabitants in this state on the 1st of January, 1845, may be estimated at, or nearly 3,000,000 inhabitants; which, considering the general fertility of the soil, the internal navigation, and the numerous sources of employment that are capable of development, is not one-fifth the number of persons that this extensive and productive state is capable of adequately maintaining.

Sub-Divisions.—The state is divided into fifty-eight counties; in 1840, its population and capitals were as follows; viz.—Albany, 68,593, C. Albany; Alleghany, 40,975, C. Angelica; Broome, 22,338, C. Binghamton; Cattaraugus, 28,872, C. Ellicottsville; Cayuga, 50,338, C. Auburn; Chautauque, 47,975, C. Mayville; Chemung, 20,732, C. Elmira; Chenango, 40,785, C. Norwich; Clinton, 28,157, C. Plattsburgh; Cortland, 24,607, C. Cortlandville; Delaware, 35,396, C. Delhi; Erie, 62,465, C. Buffalo; Essex, 23,634, C. Elizabethtown; Franklin, 16,518, C. Malone; Fulton, 18,049, Johnstown; Genesee, 59,587, C. Batavia; Hamilton, 1907, C. Lake Pleasant; Herkimer, 37,477, C. Herkimer; Jefferson, 60,984, C. Watertown; Lewis, 17,830, C. Martinsburg; Livingston, 35,140, C. Genesee; Madison, 40,008, C. Morrisville; Monroe, 64,902, C. Rochester; Montgomery, 35,818, C. Canajoharie; Niagara, 31,132, C. Lockport; Oneida, 85,310, C. Utica; Rome, Whitestown; Onondaga, 67,911, C. Syracuse; Ontario, 43,501, C. Canandigua; Orleans, 25,127, C. Albion; Oswego, 43,619, C. Oswego; Pulaski; Otsego, 49,628, C. Cooperstown; Rensselaer, 60,295, C. Troy; Saratoga, 40,553, C. Ballston; Schenectady, 17,387, C. Schenectady; Schoharie, 32,358, C. Schoharie; Seneca, 24,874, C. Ovid; Waterloo; St. Lawrence, 56,706, C. Canton; Steuben, 46,138, C. Bath; Tioga, 20,527, C. Owego; Tompkins, 47,948, C. Ithaca; Warren, 13,422, C. Caldwell; Washington, 41,080, C. Salem; Sandy Hill; Wayne, 42,057, C. Lyons; Yates, 20,444, C. Penn Yan; Columbia, 43,252, C. Hudson; Dutchess, 52,398, C. Poughkeepsie; Greene, 30,446, C. Catskill; Kings, 47,613, C. Brooklyn; New York, 312,710, C. New York; Orange, 50,739, C. Goshen; Newburg; Putnam, 12,825, C. Earmel; Queens, 30,324, C. North Hempstead; Richmond, 10,965, C. Richmond; Rockland, 11,975, C. Clarkstown; Suffolk, 32,469, C. Riverhead; Sullivan, 15,629, C. Monticello; Ulster, 45,822, C. Kingston; Westchester, 48,686, C. Bedford; White Plains. The counties are subdivided into 807 townships.—*Official Returns.*

Surface and Configuration.—Two ranges of highlands, or ramifications of the Alleghany chain, traverse the eastern part of the state of New York. Round Top, the highest peak of the Catskill mountains, is 3804 feet high. Several other summits approach mountainous heights. The highest summits west of Lake Champlain, are

Whiteface, about 5000 feet, and Mount Marcy, 5460 feet high. The country in the eastern part of the state is generally hilly and undulated, near the western boundaries of Pennsylvania; the land in the western part of the county is generally flat.

Soil and Products.—The soil in the eastern and south-eastern parts is generally dry, and in some parts loamy. This section is considered as best adapted to grazing, and the western to arable culture. All the hilly and mountain districts afford excellent pasturage. The soil of the alluvions along the rivers, and of innumerable valleys, is remarkably fertile. The valleys of the Mohawk and the Genesee are among the best wheat-growing soils in the world. A clayey soil prevails round parts of Lake Champlain. Marshes, bogs, and sandy plains, are met with in some parts west of Albany. The west end of Long Island, and Dutchess and Westchester counties, are extolled for good culture and productive crops. The principal are, wheat, Indian corn, grass, rye, barley, oats, buckwheat, and potatoes. Beef and pork, butter and cheese, horses and cattle, pot and pearl ashes, flax seed, peas, beans, and lumber, form the great articles of export. Orchards abound. The apples, pears, plums, and peaches are delicious and abundant. In the state there were, in 1840, 474,543 horses and mules; 1,911,244 neat cattle; 5,118,777 sheep; 1,900,065 swine; poultry to the value of 1,153,413 dollars. There were produced 12,286,418 bushels of wheat; 2,520,060 bushels of barley; 20,675,847 bushels of oats; 2,973,323 bushels of rye; 2,287,885 bushels of buckwheat; 10,972,286 bushels of Indian corn; 9,845,295 pounds of wool; 447,250 pounds of hops; 30,123,614 bushels of potatoes; 3,127,047 tons of hay; 1735 pounds of silk cocoons; 15,048,109 pounds of sugar. The products of the dairy amounted in value to 10,496,021 dollars; and of the orchard, to 1,701,935 dollars; of lumber, to 3,891,302 dollars. There were produced 6799 gallons of wine; and of pot and pearl ashes, 7613 tons; tar, pitch, turpentine, &c., 402 barrels.—*Official Returns, &c.*

In the extensive level country west of the mountains, the climate is more mild than in the same latitude in the east.

Rivers.—The principal rivers are the Hudson, 324 miles long, navigable for ordinary small-decked sea-going vessels, 156 miles to Troy; the Mohawk, 135 miles long, which joins the Hudson a little above Troy; the Genesee, 125 miles long, and enters Lake Ontario, having at Rochester, five miles from its mouth, two falls of ninety-six and seventy-five feet, furnishing many of the best mill seats; the Black river, which rises near the sources of the Hudson, and flows 120 miles, into Lake Ontario; the Saranac, sixty-five miles long, enters Lake Champlain at Plattsburgh; the Oswegatchie, flows 100 miles, into the St. Lawrence; the Oswego proceeds forty miles, from Oneida lake into Lake Ontario; the Au Sable rises in the Adirondack mountains, and, after a course of seventy-five miles, enters Lake Champlain. The St. Lawrence forms a part of the northern boundary of the state. The head branches of the Susquehanna, the Alleghany, and the Delaware, also rise in New York.

Lakes.—The state has numerous lakes which lie wholly within it, besides Lake Ontario on the north, and Lake Champlain on the east, which are but partly within it. Besides these, Lake George, in the north-east, thirty-three miles long and two miles broad, is a beautiful sheet of water, surrounded by the most picturesque scenery, and has an outlet into Lake Champlain. In the western part of the state are Oneida lake, twenty miles long and three miles and a half wide; Skencateles lake, fifteen miles long, and from one mile, to one mile and a half broad; Oswego lake, eleven miles long, and one to two miles broad; Cayuga lake, thirty-eight miles long, and one to four miles broad; Seneca lake, thirty-five miles long, and two to four miles broad; Crooked lake, eighteen miles long, and one to one mile and a half broad; Canandaigua lake, fourteen miles long, and one mile broad. These lakes all discharge their waters into Lake Ontario. In the extreme west part of the state is Chautauque lake, eighteen miles long, and one to three miles broad; situated near Lake Erie, but discharging its waters south, into the Alleghany river.

Islands.—Long Island, 120 miles long from west to east, and about ten miles is its average breadth. Staten Island, south-west of the harbour of New York, is eighteen miles long, and eight miles wide, and constitutes the county of Richmond. Manhattan Island, on which the city of New York stands, is fifteen miles long, and about one mile and a half wide, at an average breadth. Grand Island, in Niagara river, is twelve miles long, and from two to seven miles wide, and extends to within one mile and a half of the falls.

Harbours.—*New York*, the first commercial place and seaport of the United States, is accessible all the year. The *Hudson* is navigable for large ships, about 130 miles to Hudson. On the bar, at Sandy Hook, it has a depth of from twenty-one to twenty-seven feet, and is deeper above. Sag Harbour on the east, and Brooklyn on the west end of Long Island, are good harbours. Sacketts Harbour has a good natural, and Oswego a good artificial, harbour, on Lake Ontario. Buffalo, Erie, and Dunkirk, are harbours on Lake Erie.

Brooklyn, on Long Island, opposite New York, Albany, Rochester, Troy, Buffalo, and Utica, are large and flourishing cities. Poughkeepsie, Newburg, Hudson, Catskill, and Lansingburgh, on the Hudson; Schenectady, on the Mohawk; Geneva, Syracuse, Auburn, Lockport, and Ithaca, in the west, and Plattsburg in the north, are large and flourishing places.

Trade of the State.—In the year 1840, there were 469 commercial and 1044 commission houses engaged in foreign trade, with a capital of 49,583,001 dollars; 12,207 retail dry goods and other stores, with a capital of 42,135,795 dollars; 9592 persons engaged in the lumber trade, with a capital of 2,694,170 dollars; 7593 persons engaged in internal transportation, and 804 butchers, packers, &c., the whole employing a capital of 2,833,916 dollars; the fisheries employed 1228 persons, and a capital of 949,250 dollars.

Manufactures.—The manufactures of the State of New York are also extensive. Home-made or family goods were produced, amounting in value to 4,636,547 dollars; 323 woollen manufactories, with 890 fulling mills, employing 4636 persons, produced articles to the value of 3,537,337 dollars, and employed a capital of 3,469,349 dollars; 117 cotton manufactories, with 211,659 spindles, employed 7407 persons, and a capital of 4,900,772 dollars; 332 persons produced 2,867,884 bushels of salt, employing a capital of 5,601,000 dollars; 186 furnaces produced 29,088 tons of cast iron, and 120 forges, &c., produced 53,693 tons of bar iron, consumed 123,677 tons of fuel, employed 3456 persons, and a capital of 2,103,418 dollars; nine smelting houses produced 670,000 lbs. of lead, employing 333 persons, and a capital of 221,000 dollars; seventy-seven paper mills produced articles to the value of 673,121 dollars, and other paper manufactures produced to the value of 89,637 dollars, the whole employing 749 persons, and a capital of 703,550 dollars; hats and caps were manufactured to the value of 2,914,117 dollars, and straw bonnets to the value of 160,248 dollars, the whole employing 3880 persons, and a capital of 1,676,559 dollars; 1216 tanneries employed 5579 persons, and a capital of 3,907,348 dollars; other leather manufactories, as saddleries, &c., produced articles to the value of 6,232,924 dollars; and employed a capital of 2,743,765 dollars; thirteen glass houses, and eleven glass cutting establishments, employed 498 persons, produced articles to the value of 411,371 dollars, and employed a capital of 204,700 dollars; forty-seven potteries employed 197 persons, producing articles to the value of 159,292 dollars, and employed a capital of 88,450 dollars; machinery was produced to the value of 2,895,517 dollars, employing 3631 persons; hardware and cutlery employed 962 persons, and produced articles to the value 1,566,974 dollars; 112 cannon and 8308 small-arms were manufactured by 203 persons, to the value of 1,106,206 dollars; 1713 persons manufactured the precious metals to the value of 1,106,203 dollars; 1447 persons manufactured granite and marble to the value of 966,220 dollars; 489 persons manufactured 11,939,834 lbs. of soap, 4,029,783 lbs. of tallow candles, and 533,006 lbs. of spermaceti candles, with a capital of 618,875 dollars; 669 persons manufactured tobacco to the value of 831,570 dollars, with a capital of 395,530 dollars; 212 distilleries produced 11,973,815 gallons, and eighty-three breweries produced 6,059,122 gallons, the whole employing 1486 persons, and a capital of 3,107,066 dollars; 4710 persons manufactured carriages and waggons to the value of 2,364,461 dollars, with a capital of 1,485,023 dollars; 338 flouring mills manufactured 1,861,385 barrels of flour, and with other mills produced articles to the value of 16,953,280 dollars, employing 10,807 persons, and a capital of 14,648,814 dollars; ships were built to the value of 797,317 dollars; furniture was manufactured to the value of 1,971,776 dollars, employing 3660 persons, and a capital of 1,610,810 dollars; 5160 persons produced bricks and lime to the value of 1,198,527 dollars; 1233 brick and 5198 wooden houses were built by 16,768 persons, and cost

7,265,844 dollars; 821 printing offices, and 107 binderies, thirty-four daily, thirteen semi-weekly, or tri-weekly, and 198 weekly newspapers, and fifty-seven periodicals, employed 3281 persons, and a capital of 1,876,540 dollars. The whole amount of capital employed in manufactures, in 1840, was 55,252,779 dollars, or 11,500,000*l.* sterling.

Education.—Columbia College (formerly King's) was founded in New York in 1754, and is conducted by the Episcopalians; Union College, at Schenectady, was founded in 1795; Hamilton College, in Clinton, was founded in 1812; Geneva College, conducted by the Episcopalians, was founded in Geneva, in 1823; the University of the City of New York was founded in 1831. The Hamilton Literary and Theological Seminary was founded in Hamilton, by the Baptists, in 1819. The Theological Institute of the Episcopal Church was founded by the Episcopalians, in New York, in 1819; the New York Theological Seminary, connected with the University, was founded by the Presbyterians, in 1836; the Theological Seminary at Auburn, was founded by the Presbyterians, in 1821; the Hartwick Seminary, at Hartwick, in Otsego county, was founded by the Lutherans, in 1816; the Theological Seminary of the Associate Reformed Church was founded at Newburg, in 1836; the College of Physicians and Surgeons, in the city of New York, was founded in 1807; the Albany Medical College was founded in 1839. All these institutions had, in 1840, 1285 students; besides, there were in the state 505 academies, with 34,715 students; and 10,593 common and primary schools, with 502,367 scholars; and 44,452 persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

COMMON SCHOOLS in 1843 (compiled from the Annual Report of the Superintendent Jan. 13, 1843).

Whole number of school districts	10,893
Number of districts that have made reports	10,645
Number of children from five to sixteen years old in these districts	*601,765
Ditto ditto who have attended the public schools	*571,130
Ditto ditto attending public schools in the city of New York	27,619
Ditto ditto actually attending when the schools were visited	†280,076
Amount of public money paid to the teachers dollars	588,506.32
Ditto ditto paid for school libraries do.	98,290.47
Amount paid to teachers besides the public money do.	468,688.22
Number of incorporated select and private schools	596
Average number of pupils in these schools	30,709
Number of male teachers	†4,152
Number of female teachers	†4,890
Number of teachers under eighteen years of age	†903
Average monthly pay of teachers, males dollars	17
Ditto ditto, females do.	7
Number of schoolhouses in good repair	3,426
Ditto ditto in bad or indifferent repair	2,676
Productive capital of the common school fund dollars	1,968,290.72

Religious Professions.—Of the religious denominations, in 1838, the Presbyterians and Congregationalists had 564 ministers, and 86,000 communicants; the Baptists had 483 ministers, and 67,183 communicants; the Methodists had 591 ministers, and 30,700 communicants; the Dutch Reformed, 142 ministers, and 15,800 communicants; the Episcopalians had 207 ministers, and about 10,000 communicants; the Associate Reformed had thirty ministers; the Lutherans, twenty-seven ministers; the Roman Catholics, thirty-two ministers; the Universalists, twenty-five ministers; the Unitarians, eight ministers; besides a few others.—*U. S. Gaz.*

Public Works.—New York has taken the lead, and is certainly in advance of all the other states in works of internal improvement; but Massachusetts, and some others, have not failed to profit by the example.

* Excluding the city of New York, from which no returns on this head have been received.

† Partly from estimate.

‡ Not including all the counties.

1. *Canals*.—The Erie canal was commenced in July, 1817, and completed in 1825. It extends from Albany to Buffalo, 363 miles, and cost originally 7,143,789 dollars. This cost will be more than doubled by the present widening of it. The Champlain canal, from Albany to Whitehall, seventy-nine miles, was carried on simultaneously, and cost 1,257,604 dollars. The Oswego canal, from Syracuse to Oswego, thirty-eight miles, was completed in 1828, at a cost of 565,437 dollars. The Cayuga and Seneca canal, from Montezuma to Geneva, twenty-one miles, was completed in 1828, at a cost of 236,804 dollars. The Chemung canal, extends from Elmira to Seneca lake, including a feeder to Painted Post, thirty-nine miles, and cost 331,693 dollars. The Crooked lake canal extends from Crooked lake to Seneca lake, eight miles, and cost 156,776 dollars. Chenango canal extends from Binghamton to Utica, ninety-seven miles, and cost 2,270,605 dollars. The above are all branches of the great Erie canal, and their united length is 655 miles; and the cost of the whole 11,962,711 dollars. The Black River canal extends from the Erie canal, at Rome, to the foot of the high falls in Leyden, on Black river, thirty-five miles, with a navigable feeder of eleven miles; the cost, including the improvement of the navigation of the river, forty miles, to Carthage, 1,068,437 dollars. The Genesee and Alleghany canal extends from Rochester to Olean, on the Alleghany, 107 miles, with a branch of fifteen miles, estimated to cost 2,002,285 dollars. The Delaware and Hudson canal commences at Eddyville, on the Rondout creek, near the Hudson, and reaches to Honesdale, on the Lackawaxen river, passing to, and through Delaware river, 109 miles, and cost 2,231,320 dollars.—*Official Reports, U. S. Gaz.* See *Tabular Statements of Canal Returns, hereafter*.

2. *Railroads*.—Of the railroads projected in the state, the following have been completed. The Harlem railroad from New York to Fordham, twelve miles; the Long Island railroad from Brooklyn to Suffolk station, forty-one miles, to be continued through the island to Greenport; the Hudson and Berkshire railroad from Hudson to West Stockbridge, thirty-three miles; the Catskill and Canajoharie railroad, to connect the two places, seventy-eight miles, partly completed; the Rensselaer and Saratoga railroad from Troy to Ballston, twenty-three miles; the Mohawk and Hudson railroad connects Albany and Schenectady, sixteen miles; the Saratoga and Schenectady, twenty-one miles and a half, connects the two places; the Utica and Schenectady connects these places, seventy-seven miles; the Syracuse and Utica continues this road, fifty-three miles west, to Syracuse; the Syracuse and Auburn railroad continues this road to Auburn, twenty-six miles; the Auburn and Rochester railroad continues it, eighty miles west, to Rochester. The Towanda railroad connects Rochester and Attica, forty-five miles, and is now being continued to Buffalo. Buffalo and Niagara Falls railroad connects the two places, twenty-three miles. Lockport and Niagara Falls railroad connects these places, twenty miles. Ithaca and Oswego railroad joins the two places, twenty miles; the Rochester railroad from Rochester to Port Genesee, three miles; Bath railroad from Bath to Crooked lake, five miles; Port Kent and Keesville railroad connects the two places, four miles and a half. The New York and Erie railroad is one of the greatest undertakings of the kind in America. It commences at Piermont, twenty-two miles above New York, on the Hudson, and is to extend through the southern counties of the state, 350 miles, to Dunkirk, on Lake Erie. The estimated cost of the work is 5,473,000 dollars. This road is completed to Goshen, forty-five miles from Piermont, and other sections of it are completed or in great progress.—*Official Returns, U. S. Gaz.*

FINANCES OF THE STATE OF NEW YORK.

This state has, during all the embarrassments of a commercial crisis, faithfully discharged its public obligations; and the merchants and others engaged in navigation, trade, and manufactures, as well as the banks and public companies, have as honourably discharged their liabilities and contracts, as those of any country in Europe. Some defaulters may, it is true, be named; but not a

greater number in proportion to the whole population, than in the United Kingdom, or any other trading country.

The following tabular statements exhibit the elements of taxation, and the revenue and expenditure of the state of New York.

VALUATION OF REAL AND PERSONAL PROPERTY OF NEW YORK.

It will be seen that the value of real estate in the State at large, is nearly double what it was in 1828, and in the city more than double. The personal property has increased in nearly the same ratio.

YEARS.	NEW YORK STATE, INCLUDING THE CITY.		NEW YORK CITY.		Total Valuation.	Total Amount of Taxes.
	Real.	Personal.	Real.	Personal.		
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1828.....	275,861,371	68,785,292	87,603,580	37,644,538		
1831.....	289,157,104	75,258,726	97,221,870	42,038,344		
1832.....	299,510,739	77,011,007	104,042,405	42,260,213		
1833.....	319,879,167	96,601,946	114,129,561	52,368,626		
1834.....	350,011,629	109,600,506	123,219,280	63,209,231		
1835.....	402,182,307	121,397,293	113,732,425	71,991,278	531,692,197	2,131,947 53
1836.....	539,756,874	127,699,180	233,712,303	75,754,617	672,372,187	2,502,463 73
1837.....	495,313,276	122,111,173	196,450,109	67,207,241	620,151,087	2,703,914 69
1838.....	502,465,000	124,660,778	194,515,359	69,600,582	627,511,784	2,860,476 75
1839.....	519,058,782	131,692,988	196,778,434	70,016,706	650,661,770	3,148,031 54
1840.....	517,723,170	121,149,830	187,121,461	65,721,699	639,171,000	3,084,408 22
1841.....	531,987,886	123,311,641	186,317,246	65,430,456	655,230,530	3,173,355 97
1842.....	504,254,026	116,505,233	176,512,342	61,204,559	620,849,262	3,246,187 74

A STATEMENT showing the Population, and also the aggregate Valuation of the Real and Personal Estate, in the several Cities in the State of New York, in each Year since 1815. Compiled from the Comptroller's Report, January 14th, 1840.

	Year.	Population.	Real and Personal Estate.		Year.	Population.	Real and Personal Estate.
BROOKLYN.				ALBANY.			
United States' Census..	1834	Incorporated	dollars.	State Census.....	1816	10,023	dollars.
State Census	1835	24,529	15,612,290	do.	1817	..	5,430,636
do.	1836	..	26,140,150	do.	1818	..	8,067,991
do.	1837	24,529	32,128,542	do.	1819	..	8,089,196
do.	1838	..	26,805,074	do.	1820	12,630	4,063,030
do.	1839	..	25,198,956	United States' Census..	1821	..	4,156,617
			25,440,634	do.	1822	..	3,970,076
NEW YORK CITY.				do.	1823	..	3,533,579
State Census	1816	95,519	82,071,200	do.	1824	..	2,571,784
do.	1817	..	78,893,735	State Census.....	1825	15,971	6,470,943
do.	1818	..	80,254,091	do.	1826	..	6,758,810
do.	1819	..	79,113,061	do.	1827	..	6,738,065
United States' Census..	1820	123,706	69,530,753	do.	1828	..	7,170,058
do.	1821	..	68,285,970	do.	1829	..	7,201,781
do.	1822	..	71,380,144	United States' Census..	1830	24,238	7,264,710
do.	1823	..	70,940,820	State Census.....	1831	..	8,420,127
do.	1824	..	83,075,676	do.	1832	..	..
State Census	1825	106,086	101,160,046	do.	1833	..	..
do.	1826	..	107,447,781	do.	1834	..	9,170,773
do.	1827	..	112,201,936	State Census.....	1835	28,109	9,618,790
do.	1828	..	114,019,533	do.	1836	..	9,649,477
do.	1829	..	112,526,016	do.	1837	..	9,640,531
United States' Census..	1830	203,007	125,388,518	do.	1838	..	9,125,986
do.	1831	..	139,280,278	do.	1839	..	9,707,634
do.	1832	..	146,302,618				
do.	1833	..	166,495,187	TROY.			
do.	1834	..	186,548,511	State Census.....	1816	Incorporated.	1,621,670
State Census	1835	270,089	218,723,703	do.	1817	4,841	836,496
do.	1836	..	309,606,020	do.	1818	..	1,818,506
do.	1837	..	263,747,360	do.	1819	..	1,378,850
do.	1838	..	264,152,941	United States' Census..	1820	5,264	1,344,750
do.	1839	..	266,882,630	do.	1821	..	1,264,520

(continued)

	Year.	Population.	Real and Personal Estate.		Year.	Population.	Real and Personal Estate.
TROY.							
United States' Census..	1822	5,264	dollars. 1,282,170	State Census	1817	2,134	dollars. 1,560,155
do.	1823	..	2,461,285	do.	1818	..	1,377,511
do.	1821	..	2,609,315	do.	1819	..	1,390,073
State Census	1825	7,869	3,143,143	United States' Census..	1820	3,939	1,220,073
do.	1826	..	3,409,678	do.	1821	..	622,024
do.	1827	..	..	do.	1822	..	614,774
do.	1828	..	3,600,741	do.	1823	..	725,544
do.	1829	..	3,552,629	do.	1824	..	704,841
United States' Census..	1840	11,605	3,857,793	State Census	1825	4,068	767,934
do.	1831	..	4,124,757	do.	1826	..	650,856
do.	1832	..	4,221,604	do.	1827	..	664,756
do.	1833	..	4,318,892	do.	1828	..	680,513
do.	1834	..	4,500,393	do.	1829	..	..
State Census	1835	16,959	4,879,241	United States' Census..	1830	4,258	..
do.	1836	..	5,515,091	do.	1831	..	698,803
do.	1837	..	5,303,578	do.	1832	..	656,329
do.	1838	..	5,496,269	do.	1833	..	831,801
do.	1839	..	5,532,392	do.	1834	..	885,679
ROCHESTER.							
United States' Census..	1834	Incorporated.	2,587,215	State Census	1835	6,272	1,046,989
State Census	1835	14,404	2,008,412	do.	1836	..	1,121,290
do.	1836	..	3,467,253	do.	1837	..	1,207,261
do.	1837	..	4,065,611	do.	1838	..	1,355,809
do.	1838	..	4,697,875	do.	1839	..	1,839,872
do.	1839	..	4,335,083	HUDSON.			
BUFFALO.							
United States' Census..	1832	Incorporated.	990,000	State Census	1816	4,725	1,252,475
do.	1833	..	3,080,115	do.	1817	..	1,803,630
do.	1834	..	2,245,430	do.	1818	..	1,665,678
State Census	1835	15,661	4,092,256	do.	1819	..	1,070,785
do.	1836	..	4,865,837	United States' Census..	1820	5,310	974,940
do.	1837	..	5,784,837	do.	1821	..	939,792
do.	1838	..	5,985,857	do.	1822	..	911,145
do.	1839	..	6,252,943	do.	1823	..	1,188,201
UTICA.							
United States' Census..	1832	Incorporated.	2,716,225	State Census	1824	5,004	1,755,942
do.	1833	..	2,819,634	do.	1825	..	1,150,701
do.	1834	..	2,820,613	do.	1826	..	1,613,300
State Census	1835	10,183	2,577,370	do.	1827	..	1,653,250
do.	1836	..	2,973,368	do.	1828	..	1,524,770
do.	1837	..	3,256,649	do.	1829	..	1,503,270
do.	1838	..	3,349,881	United States' Census..	1830	5,392	1,741,820
do.	1839	..	3,509,057	do.	1831	..	1,811,380
SCHENECTADY.							
State Census	1816	7,134	1,448,584	do.	1832	..	1,600,123
				do.	1833	..	1,832,063
				do.	1834	..	1,795,292
				do.	1835	5,531	1,313,660
				do.	1836	..	1,121,500
				do.	1837	..	1,081,100
				do.	1838	..	984,100
				do.	1839	..	1,201,600

COMPARATIVE Table of the Progress of the Debts of the States of New York and Pennsylvania.

YEARS.	NEW YORK.		PENNSYLVANIA.	
	Amount Borrowed in each Year.	Amount Paid in each Year.	Total of State Liabilities at the close of each Year.	Pennsylvania Debt at the close of Year.
1825.....	dollars.	dollars.	dollars.	dollars.
1826.....	377,000	270,000	7,737,770	1,680,000
1827.....	500,000	94,615	7,844,770	1,980,000
1828.....	220,000	21,000	8,250,155	2,980,000
1829.....	387,000	333,942	8,450,155	5,780,000
1830.....	150,000	30,977	8,516,013	8,370,000
1831.....	210,263	9,653	8,635,035	12,070,000
1832.....	501,500	1,500,310	8,865,645	14,965,661
1833.....	174,886	638,830	9,427,145	17,614,341
1834.....	1,044,870	782,100	8,127,650	20,635,002
1835.....	129,453	691,778	8,584,525	22,920,402
1836.....	650,000	1,026,012	8,007,035	24,400,002
1837.....	910,973	1,953,862	7,954,114	24,400,002
1838.....	4,350,761	67,300	11,953,862	25,200,002
1839.....	2,139,185	138,139	14,025,738	31,724,002
1840.....	4,497,297	33,770	18,385,309	35,936,002
1841.....	3,600,314	10,544	21,960,953	39,505,147
1842.....	3,814,182			

DEBT of the State of New York in 1843.

(From the Annual Report of the Comptroller, made Jan. 11, 1843.)

General Fund and Railroad Debt.	Principal.	Annual Interest.	Canal Debts.	Principal.	Annual Interest.
	dollars.	dollars.		dollars.	dollars.
At 4½ per cent interest..	587,700 00	26,416 50	At 5 per cent interest...	11,998,761 12	719,538 20
At 5 per cent interest..	1,218,331 27	62,416 56	At 6 per cent interest...	1,347,388 06	80,213 28
At 5½ per cent interest..	1,628,000 00	87,540 00	At 7 per cent interest...	3,261,436 00	228,510 32
At 6 per cent interest..	1,170,000 00	70,200 00	Pays no interest (9% of '37.)	12,771 27	
At 7 per cent interest..	490,358 28	31,325 08			
Total.....	5,124,389 55	282,928 11	Total Canal debts...	19,613,359 45	1,058,692 00
			Total treasury debt.	5,124,389 55	282,928 11
			Aggregate.....	24,737,749 00	1,341,620 14

The principal of this debt is payable as follows:—

	dollars.	cts.		dollars.	cts.
On demand	118,390	48	In the year 1861	1,300,000	00
In the year 1843	227,327	00	„ 1862	900,000	00
„ 1844	235,379	07	„ 1865	28,000	00
„ 1845	4,234,201	61	Payable at pleasure	698,074	27
„ 1846	571,301	00			
„ 1847	11,000	00	Total	24,737,749	00
„ 1848	1,954,993	00	Available means in the		
„ 1849	1,766,700	00	hands of the Commis-		
„ 1850	1,256,000	00	sioners of the Canal		
„ 1851	50,000	00	Fund, applicable to pay-		
„ 1852	20,000	00	ment of the debt, 1845	1,407,655	85
„ 1854	500,000	00			
„ 1855	4,000,000	00	Total	23,330,083	15
„ 1858	3,546,305	34			

There is, in addition to the preceding available means, the sum of 514,869 dollars 62 cents unavailable, and which consists of loans to insolvent banks.

The contingent debt of the state, that is, the stock issued on the faith of the people and loaned to railroad and canal companies, is as follows:—

	Redeemable.	Rate of Interest	Amount.
			dollars.
Delaware and Hudson Canal Company	1847	5 per cent.	500,000
Delaware and Hudson Canal Company	1848	4½	300,000
Auburn and Syracuse Railroad Company	„	5	200,000
Auburn and Rochester Railroad Company	„	5½	200,000
Long Island Railroad Company	„	6	100,000
Hudson and Berkshire Railroad Company	1865	5½	150,000
Tioga Coal Company	„	5½	70,000
Tonawanda Railroad Company	„	5½	100,000
Schenectady and Troy Railroad Company	1867	6	100,000
Total.....			1,720,000

Canal debt, 30th Sept. 1843, 20,411,291 dollars; annual interest, 1,111,662 dollars. General fund debt, 5,423,009 dollars; interest, 265,599 dollars. Total whole debt, 25,834,706 dollars; or, about 5,500,000*l.* sterling. This is exclusive of the above contingent debt.

ORDINARY RECEIPTS AND EXPENDITURES.

The whole amount of receipts paid into the Treasury, from ordinary sources of revenue, during the year ending September 30, 1842 (excluding temporary loans), was 643,275 dollars 95 cents; of which the principal items were as follows:—

	dollars.	cts.		dollars.	cts.
Auction duty	200,284	52	Surplus from canal fund	200,000	00
Salt duty	114,966	99	Banking associations (act of 1838)	21,023	08
Register and clerk fees	40,279	59	Arrears of county taxes	27,578	10

The whole amount of expenses "annual in their nature," during the same period, was 647,958 dollars 77 cents; of which the chief items were as follows:

	dollars.	cts.
Salaries of officers	50,216	11
Legislature	106,214	67
Clerks in court and chancery	40,930	62
Interest	227,234	44
Printing for the state	50,310	72
Support of the deaf and dumb	15,444	71
Hospital, New York	16,875	00
Foreign poor, in New York	10,000	00
State prison expenses	10,142	69
Court of errors	19,103	90

OFFICIAL Statement relative to the Real Estate, Capital Stock, Taxes, &c., of Banks, Insurance Companies, and Manufacturing Companies, of the State of New York.

(Comptroller's Report to the State Legislature, Feb. 22, 1844.)

NAME OF INCORPORATION.	County.	REAL ESTATE.		Capital Stock, exclusive of Real Estate.		Amount of Taxes assessed on each Incorpora- tion in 1843.	Rate percent as assessed on other Real and Per- sonal Estate in the same Coun- ties in 1843.
		1840.	1843.	1840.	1843.		
		dollars.	dollars.	dollars.	dollars.	dollars.	Mill.
Canal Bank of Albany	Albany.	....	....	299,000	298,880	3,198 01	9.9
Commercial Bank of Albany	do.	20,000	50,788 51	248,611 49	249,211 49	2,874 14	9.9
Bank of Albany	do.	10,000	....	230,000	225,000	2,514 07	9.9
Albany Fireman's Insurance Co.	do.	....	....	....	110,000	1,179 64	9.9
Albany Water Works Company	do.	5,400	....	....	78,784 20	842 99	9.9
Mechanics' and Farmers' Bank of Albany	do.	25,000	86,389 17	353,553 83	359,610 83	4,050 52	11.0
Albany Insurance Company	do.	....	8,150	....	291,850	2,732 80	9.9
Merchants' Insurance Company	do.	....	6,200	....	143,800	1,444 50	9.9
Exchange Bank of Albany	do.	....	....	....	309,500	3,302 72	9.9
Albany City Bank	do.	17,000	17,000	463,000	463,000	5,136	9.9
New York State Bank of Albany	do.	10,000	16,000	301,632	301,264 45	3,427 15	9.9
Broome County Bank	Broome.	9,150	6,000	90,850	94,000	825	8.6
Moravia Cotton Mill	Cayuga.	....	13,400	....	28,000	155 33	5.7
Bank of Auburn	do.	....	47,496 65	....	154,503 35	984 41	5.7
Cayuga County Bank	do.	....	38,926 04	....	207,348 90	1,224 15	5.7
Chemung Canal Bank	Chemung.	10,000	4,600	164,262	152,400	1,109 48	8.0
Peru Iron Company	CClinton.	25,000	25,000	....	....	408	15.1
Keeseville Manufacturing Co.	do.	4,500	4,500	11,000	17,000	248	15.1
Bank of Chenango	Chenango.	3,804	2,544	116,106	117,456	672	6.7
Farmers' and Mechanics' Manu- facturing Company	do.	23,000	10,700	52,000	52,000	242 64	6.7
Farmers' Bank of Hudson	Columbia.	4,000	4,000	90,200	84,250	135 79	5.2
Hudson River Bank	do.	4,000	3,200	140,000	146,800	402 30	5.2
Farmers' and Manufacturers' Bank	Dutchess.	8,000	64,997 01	257,183	235,002	960	3.7
Bank of Poughkeepsie	do.	6,000	9,262 12	90,737	90,737 88	320	3.7
Dutchess County Bank	do.	11,500	102,360 95	582,000	497,639 05	1,920	3.7
Pine Plains Bank	do.	....	....	50,000	50,000	100	3.7
Matthewan Company	do.	200,000	110,000	100,000	210,000	500	3.7
Rocky Glen Company	do.	100,000	105,500	....	42,000	260	3.7
Glenham Manufacturing Co.	do.	100,000	55,000	2,000	54,400	180 50	3.7
Essex County Bank	Essex.	3,500	9,800 05	90,139 95	90,139 95	1,236 74	14.5
Port Henry Iron Company	do.	....	9,648	....	20,978	384 65	14.5
Montgomery County Bank	Fulton.	600	1,900	98,000	98,100	1,153 62	14.4
Bank of Genesee	Genesee.	7,707 66	9,771 03	92,262 35	90,228 37	547 06	5.3
Catskill Bank	do.	5,000	22,104 40	132,240 27	128,835 00	992 43	9.9
Tanners' Bank	do.	3,000	5,500	94,276 25	94,500	716 22	9.9
Herkimer County Bank	Herkimer.	....	6,574 12	....	193,425 88	1,040	6.1
New Hope Manufacturing Co.	do.	....	10,750 50	....	14,249 50	not returned	6.1
Sackett's Harbour Bank	Jefferson.	....	8,000	200,000	192,000	do.	7.4
Jefferson County Bank	do.	2,000	2,250	198,000	197,750	do.	7.4
Black River Woollen Company	do.	10,370 27	13,000	39,229 73	16,370	do.	7.4
Watertown Cotton Mills Co.	do.	5,352	4,600	4,648	8,400	do.	7.4
Williams Woollen Company	do.	2,250	2,250	5,750	5,750	do.	7.4
Jefferson Manufacturing Co.	do.	27,400	20,000	....	....	do.	7.4
Ontario Cotton Mills	do.	....	4,500	....	....	do.	7.4
Hamilton Manufacturing Co.	do.	15,000	....	54,000	....	do.	7.1

(continued)

NAME OF INCORPORATION.	County.	REAL ESTATE.		Capital Stock, exclusive of Real Estate.		Amount of Taxes assessed on each incorpo- ration in 1813.	Rate per cent as- sessed on other Real and Per- sonal Estate in the same Coun- ties in 1813.
		1840	1843	1840	1843		
Long Island Bank.....	Kings.	dollars. 32,390	dollars. 38,400 01	dollars. 208,714	dollars. 261,199 99	dollars. 2,100	dollars. 0.3
Brooklyn Bank.....	do.	5 843	4 500	94 500	85,500	049	0.3
Atlantic Bank.....	do.	39,827	37,860 97	462,777	462,613 03	3,503 52	0.3
Brooklyn Fire Insurance Co.....	do.	.....	13,000 50	102,000	88,990 50	728 39	0.3
Long Island Insurance Co.....	do.	10,165	7 800	100,500	102,200	1 440	0.3
Williamsburgh Fire Insurance Company.....	do.	2,149	2,000	147,400	50,000	216 35	0.3
Brooklyn White Lead Company.	do.	49,075	45,400	.....	.....	320 88	0.3
Union White Lead Company.	do.	60,000	89,000	26,900	20,000	201 00	0.3
Rud Hook Cotton Manufacturing Company.....	do.	.....	15,835	.....	.....	104 96	0.3
Lewis County Bank.....	Lewis.	1,407	13,333 69	97,093	86,001 31	043 67	0.7
Bank of Lowville.....	do.	.....	.....	.....	15,000	107 55	0.7
Livingston County Bank.....	Livingston.	2,000	2,000	98,000	98,000	350 70	2.6
Lenox Iron Company.....	Madison.	4,521	3,300	16,070	18,300	130 29	5.1
Madison County Bank.....	do.	3,500	1,200	95,000	97,700	395 00	5.1
Rochester City Bank.....	Monroe.	10,296	195,218 25	378 825	204,751 75	942 72	4.6
Bank of Monroe.....	do.	14,775	77,139 06	253,707	222,850 04	945 58	4.6
Bank of Rochester.....	do.	13,000	35,925	225,099	176,152	770 45	4.6
Commercial Bank of Rochester.	do.	.....	14,300	.....	50,000	213 36	4.6
Farmers' and Mechanics' Bank of Rochester.....	do.	.....	.....	.....	5,000	18 32	4.6
Bank of Brockport.....	do.	.....	.....	.....	26,000	113 02	4.6
Etna Insurance Company.....	New York.	.....	14,000	209,770	186,000	1,473 12	7.6
Alliance Mutual Insurance Co..	do.	.....	.....	.....	50,000	306	7.0
Atlantic Mutual Insurance Co..	do.	.....	.....	.....	68,940	546	7.6
City Fire Insurance Company...	do.	78,300	75,185	130,765	131,815	1,067 73	7.6
Eagle Fire Insurance Company.	do.	.....	206,191	.....	203,809	2,960 75	7.6
East River Fire Insurance Co...	do.	.....	101,155	228,096	98,545	1,250 33	7.6
Firemen's Insurance Company...	do.	70,000	19,150	282,350	280,550	2,300 15	7.6
Farmers' Loan and Trust Co....	do.	.....	446,716 47	1,921,200	1,333,283 53	12,336 37	7.0
General Mutual Insurance Co...	do.	.....	.....	.....	150, 00	1,198	7.6
Howard Insurance Company...	do.	60,000	105,174 18	216,513	182,025 82	1,758 44	7.6
Hudson Insurance Company.....	do.	.....	22,650	159,490	52,957 50	669 52	7.6
Jackson Marine Insurance Co...	do.	13,700	70,706 13	274,025	120,293 87	1,195 35	7.6
Jefferson Insurance Company...	do.	.....	36,100	198,210	163,910	2,112 56	7.0
Manhattan Insurance Company.	do.	.....	18,611 14	250,000	231,338 86	1,919 51	7.6
New York Life Insurance and Trust Company.....	do.	136,200	229,298 59	647,241	771,370 00	7,293 15	7.6
New York Equitable Insurance Company.....	do.	3,650	26,225 63	271,000	273,774 37	2,180 37	7.6
New York Contributionship In- surance Company.....	do.	80,600	48,000	209,770	198,121 72	1,870 08	7.6
New York Fire Insurance Co...	do.	49,000	48,707 43	115,170	151,202 57	1,200 60	7.6
New York Guardian Insurance Company.....	do.	.....	.....	288,350	280,600	2,293 63	7.6
New York Marine Insurance Co.	do.	.....	.....	499,250	500,000	3,954 00	7.6
North American Insurance Co...	do.	.....	151,000 26	212,052	345,908 74	8 94	7.6
Merchants' Fire Insurance Co...	do.	89,000	138,584 09	344,782	361,418 01	3,146 78	7.6
Mutual Fire Insurance Company.	do.	61,000	50,270	299,730	299,730	2,696 16	7.6
Mutual Safety Insurance Co...	do.	.....	.....	47,287	400,000	3,188	7.6
Sun Mutual Insurance Company.	do.	.....	.....	.....	300,000	2,467	7.6
Trust Fire Insurance Company.	do.	.....	76,160	200,000	73,834	810	7.6
United States' Insurance Co...	do.	.....	.....	250,000	250,000	1,980	7.6
National Fire Insurance Co...	do.	.....	14,825	.....	89,552	822	7.6
American Insurance Company...	do.	.....	74,300	.....	.....	519 36	7.6
North River Insurance Co...	do.	11,500	35,932 69	431,950	314,047 31	2,710 74	7.6
Bowery Fire Insurance Co...	do.	28,300	16,000	219,379	202,203 88	4,9 46	7.6
Phoenix Fire Insurance Co...	do.	.....	2,000	.....	.....	23 29	7.6
Ocean Insurance Company.....	do.	.....	800	238,000	.....	6 22	7.6
Greenwich Insurance Company.	do.	5,600	8,100	191,900	191,900	1,580	7.6
Union White Lead Manufactur- ing Company.....	do.	17,750	0,000	26,800	20,000	230 26	7.0
American Fur Company.....	do.	.....	31,500	.....	50,594	625 13	7.6
Manhattan Gas Company.....	do.	60,989 01	68,319	270,000	261,680 41	1,631 24	7.6
New York Gas Company.....	do.	229,649 33	133,554	520,350 07	515,429 00	5,283 29	7.6
American Exchange Bank.....	do.	.....	.....	.....	892,000	7,470 02	7.6
Bank of America.....	do.	112,000	104,900 30	1,885,759	1,805,759 05	15,618	7.6
Bank of Commerce.....	do.	.....	.....	.....	3,252,140	25,756 04	7.6
Bank of New York.....	do.	106,000	71,529 58	919,470	918,470 42	8,316 68	7.6
Bank of the State of New York.	do.	225,000	175,000	1,754,500	1,754,500	15,281 64	7.6
City Bank.....	do.	95,000	72,758 51	647,241	647,241 49	5,210 94	7.6
Leather Manufacturers' Bank...	do.	.....	2,104 75	504,585	504,585 25	5,002 15	7.6
Manhattan Company.....	do.	274,500	543,009 50	1,430,854	1,410,040 50	13,607 54	7.6
Mechanics' Bank.....	do.	90,000	119,374 63	1,58,523	1,265,053 37	10,619 31	7.6
Mechanics' Banking Association.	do.	56,000	63,200	.....	494,139 03	4,389 74	7.6
Merchants' Bank.....	do.	118,000	109,000	1,202,505	1,202,505 40	10,388 23	7.6
National Bank.....	do.	59,000	31,007 67	720,302	718,092 35	5,094 65	7.6

(continued)

NAME OF INCORPORATION.	County.	REAL ESTATE.		Capital Stock, exclusive of Real Estate.		Amount of Taxes assessed on each incorpo- ration in 1843.	Rate per cent as- sessed on Real and Per- sonal Estate in the same counties in 1843.
		1840	1843	1840	1843		
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
New York State Stock Security Bank	New York	75,000	105,210 47	1,435,567	1,094,260 53	110 56	7.0
Phoenix Bank	do.	92,000	75,000	940,000	925,000	1,181 33	7.0
Union Bank	do.	263,000	402,703 91	12,091 66	.....	7,880	7.6
Dry Dock Bank	do.	18,700	43,000	452,795 71	400,000	1,688 27	7.0
Lafayette Bank	do.	107,000	70,800	400,000	.....	340 00	7.6
Chemical Manufacturing Co.	do.	16,500	15,548 87	586,733 50	581,000	3,481 66	7.0
Fulton Bank	do.	69,000	33,500	436,149 00	650,000	4,750 64	7.0
North River Bank	do.	16,800	20,370 18	729,023 18	727,373 82	5,495 34	7.0
Merchants' Exchange Bank	do.	6,800	6,600	493,800	479,000	6,011 88	7.6
Seventh Ward Bank	do.	29,700	25,600	369,500	370,000	4,053 85	7.6
Tradesmen's Bank	do.	8,000	11,300	.....	.....	3,181 47	7.6
Delaware and Hudson Canal Co.	do.	22,400	31,000	105,754	103,185 20	90 96	7.0
Mechanics' and Traders' Bank	do.	13,500	13,500	103,500	103,500	1,077 61	7.6
Greenwich Bank	do.	.....	1,000	.....	.....	988	7.0
Chelsea Bank	do.	39,000	68,157 67	430,392	430,392 33	8	7.6
Butchers' and Drivers' Bank	do.	.....	.....	.....	146,000	3,978 43	7.0
Canal Bank of Lockport	Niagara	4,500	4,050	.....	156,900	774 07	6.0
Lockport Bank and Trust Co.	do.	.....	5,000	.....	.....	1,141 28	6.0
Niagara Manufacturing Company	do.	2,000	1,000	.....	2,000	28 40	6.0
Clinton Manufacturing Company	Oneida	5,800	5,000	3,800	3,000	19 36	6.5
Manchester Manufacturing Co.	do.	26,000	26,000	.....	.....	51 60	6.5
Whitestown Manufacturing Co.	do.	.....	18,000	.....	.....	143 52	6.5
Utica Manufacturing Company	do.	27,000	25,000	.....	.....	69 36	6.5
New Hartford Manufacturing Co.	do.	.....	.....	.....	.....	138	6.5
Onida Iron and Glass Manu- facturing Company	do.	3,033	8,402	.....	92,500	13 26	6.5
Dexter Manufacturing Company	do.	.....	8,000	.....	10,000	115 56	6.5
Oriskany Manufacturing Co.	do.	.....	20,000	.....	61,000	192 60	6.5
Oriskany Manufacturing Company	do.	18,000	18,000	12,000	12,000	190 77	6.5
Onida Manufacturing Company	do.	3,000	12,092 37	87,907	87,907 63	614 53	6.5
Bank of Rome	do.	8,000	6,000	512,776	509,384 50	2,536 21	6.5
Bank of Utica	do.	.....	6,000	301,577	355,900 80	1,751 74	6.5
Onida Bank	do.	.....	6,000	.....	63,100	341 52	6.5
Bank of Central New York	do.	.....	6,000	.....	.....	29 52	6.5
Ontario Branch Bank	do.	1,500	1,000	.....	.....	4 92	6.5
Utica Insurance Company	do.	3,500 31	10,900	150,000	139,100	708 30	4.8
Bank of Salina	Onondaga	.....	6,400	230,000	144,400	770 41	4.8
Bank of Syracuse	do.	6,000	8,000	137,987	139,500	755	4.8
Onondaga County Bank	do.	40,000	.....	50,000	50,000	256 13	4.8
Syracuse Salt Company	do.	40,400	.....	56,491	.....	5	4.8
Onondaga Salt Company	do.	15,657	45,870 39	439,662 23	455,319	1,293 71	3.1
Ontario Bank	Ontario	.....	5,050	.....	.....	13 85	3.1
Utica Branch Bank	do.	5,379	5,379 32	394,621	391,597 74	1,101 86	3.1
Bank of Geneva	do.	.....	.....	12,000	.....	68 58	5.6
Middletown Bank	Orange	5,500	10,000	181,500	157,000	810 02	5.6
Highland Bank	do.	.....	.....	85,000	50,000	211 92	5.6
Powell Bank	do.	7,000	12 596 29	126,500	127,403 71	636 25	5.6
Bank of Newburgh	do.	17,225	11,178	153,418	11,072	831 26	5.2
Bank of Orleans	Orleans	.....	.....	.....	63,315	331 10	5.2
Bank of Albion	do.	.....	11,840 03	150,000	138,150 97	1,160 47	8.7
Northwestern Insurance Co.	Oswego	6,000	5,450	41,000	43,350	not returned	7.5
Arkwright Cotton Factory	do.	6,500	21 100	18,500	68,850	do.	7.5
Union Cotton Manufacturing Co.	do.	60,000	50,000	40,000	50,000	305	3.3
West-Point Foundry Association	Pontiac	12,500	15,600	411,482	384,482 11	1,419 64	4.5
Bank of Troy	Rensselaer	2,700	2 700	.....	14,000	58 60	4.5
Troy Savings' Bank	do.	11,800	29,308 60	275,531	270,991 40	987 12	4.5
Merchants' and Mechanics' Bank	do.	14,500	23,808 72	255,791	254 191 68	910 50	4.5
Egner's Bank	do.	.....	.....	.....	157,000	551 54	4.5
Commercial Bank	do.	.....	.....	.....	100,000	35 30	4.5
Howard Trust and Banking Co.	do.	14,502	15,002 30	285 497	283,997 70	1,025 79	4.5
Troy City Bank	do.	3,850	3,500	.....	.....	11 76	4.5
Hydraulic Company	do.	7,000	4,000	.....	.....	14 64	4.5
Troy India Rubber Factory	do.	38,000	50,000	40,000	.....	183	4.5
Troy Iron and Nail Factory	do.	5,500	5,205	8,222	4,901	65 35	4.5
Tremont Manufacturing Co.	do.	5,500	5,000	7,500	.....	32 08	4.5
Caledonia Manufacturing Co.	do.	.....	.....	.....	.....	7 70	4.5
Honack Cotton Manufacturing Company	do.	1,500	1 200	.....	15,320	108 80	4.5
Farmers' Manufacturing Co.	do.	8,600	15,000	8,080	.....	7 61	4.5
Star Manufacturing Company	do.	1,500	1 400	.....	54,000	215 27	4.5
Bank of Lansingburgh	do.	2,500	1,000	108,142	.....	.....	4.5
Canton Dyeing and Printing Establishment	Richmond	25,000	30,000	.....	.....	192	7.0
Rampso Manufacturing Company	Rockland	47,107	85,029	.....	2,679	178 63	5.2
Bilston Spa Bank	Saratoga	1,000	1,100	40,000	58,900	355 20	5.5
James Bank	do.	30,000	18 000	.....	.....	110 78	5.5
Saratoga County Bank	do.	3,274 50	4,950	94,425 44	85 000	344 25	5.5
Mechanicsville Manufacturing Co.	do.	12,500	6,000	.....	.....	27 54	5.5

(continued)

NAME OF INCORPORATION.	County.	REAL ESTATE.		Capital Stock, exclusive of Real Estate.		Amount of Taxes Assessed on each Incorpo- ration in 1843.	Rate percent as- sessed on other Real and Perso- nal Estate in the same Counties in 1843.
		1840	1843	1840	1843		
Saratoga Manufacturing Co.....	Saratoga	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Schenectady Bank.....	Schenectady	3,000 --	7,882 85	150,000 --	141,607 15	47 60	5.5
Mohawk Bank.....	do.	7,000 --	7,000 --	72,559 --	72,559 --	1,518 373	9. --
Seneca County Bank.....	Seneca	5,000 --	20,040 --	195,000 --	146,000 --	835 37	9. --
Waterloo Woollen Manufacturing Company.....	do.	50,000	60,000 --	50,000 --	....	444 90	4.2
Steuben County Bank.....	Steuben	13 351 15	35,588 80	136,648 85	111,411 20	160 78	4.2
Bank of Corning.....	do.	....	700 --	....	101 000 --	786 09	5.4
Tioga Coal, Iron, and Mining Co.	do.	....	8,000	....	20 325	548 15	5.4
Ogdensburg Bank.....	St. Lawrence	2,500 --	50,000 --	71,000 --	50,000 --	106 33	5.4
Bank of Owego.....	Tioga	1,500 --	1,300 --	197 500 --	198 800 --	1,808 09	12.1
Bank of Ithaca.....	Tompkins	12,637 13	31,271 55	187,362 57	165,728 15	not returned	10.4
Tompkins County Bank.....	do.	11,700	26 027 63	238 300 --	223 972 37	do.	4.0
Ulster County Bank.....	Ulster	4,600	0,575 52	69,775 --	93 021 18	703 29	8.2
Kingston Bank.....	do.	13,450 --	23,324 18	129,500 --	170,075 82	1,332 51	8.2
Ulster Iron Company.....	do.	27,000 --	20 000 --	....	....	177 92	8.2
Great Falls Manufacturing Co.	do.	5,000 --	5,500 --	....	....	60 72	8.2
Ellenville Glass Company.....	do.	17,179	17,765 --	3,821 --	8 25	not returned	8.2
Washington County Bank.....	Washington	....	....	....	....	45 26	6.1
Bank of Whitehall.....	do.	4,000 --	3,000 --	93 000	92,000	569 92	6.1
Westchester County Bank.....	Westchester	1,000	2,000 --	160,951 --	167,741 --	1,139 16	5.7
Yates County Bank.....	Yates	2,400	6,750 --	90,041 --	92,000 --	563 89	3.0
Total.....		4,521,068 71	7,200,309 73	10,380,504 31	45,939,245 93	360,726 15	

SUMMARY.

	1840.		1843.	
	dollars.	cts.	dollars.	cts.
Total amount of real estate	4,521,068	71	7,200,309	73
Total amount of capital stock	40,380,504	34	45,939,245	93
	45,901,573	05	53,139,555	66

Add for railroads, not included in the table:

Real estate	2,550,291	40	7,423,735	01
Capital stock	172,000	00	428,453	54

Aggregate 48,623,864 45 60,991,744 21

Of the increase from 1840 to 1843, more than five millions and a half of dollars is caused by including the free banks in the assessments of 1843, and not in the 1840.

	dollars.	cts.
The total sum paid for taxes in 1843, by the incorporated companies in- cluded in the table, was	360,726	15
Paid by railroad companies	20,646	73
	381,372	89

The Delaware and Hudson Canal, and turnpike and bridge companies are not included.

NEW YORK BANKS.

The general banking system of New York is considered restrictive. We shall defer our account of the chartered, the free, and the safety-fund banks of this state, until we bring them under view hereafter in a general account of the banking systems of the United States. We shall therefore confine the subject under the present head to the following opinion of the Comptroller on the general bank law of New York, and to the annual report of the bank commissioners.

COMPTROLLER'S OFFICE, *Albany, July 30th, 1841.*

1. That I am of opinion the restriction in the third section of the act of 1840, which prohibits the commencing of banking until securities to the amount of 100,000 dollars shall have been deposited with the comptroller, applies only, as you contend, to an "association of persons," and not to an individual banker, and therefore, that the comptroller would be bound, under the general provisions of the act, to issue circulating notes to an amount equal to the current market value of the securities, although the securities deposited should not amount to 100,000 dollars.

2 I find nothing in the act, however, that authorizes an individual banker, or "any person" as distinguished from an association of persons, to assume any fictitious name as the name of his bank, and I think there is manifest propriety in requiring, in such case, that the circulating notes delivered to such individual banker, should be in his individual, and not in an assumed name.

The obvious intent of the statute is, that the individual banker shall be held personally liable upon his circulating notes. They are, it is true, to be "in the form and similitude of bank bills," and to be countersigned, numbered, and registered, and are to bear the stamp which is to indicate that they are secured in the manner contemplated by the act; but the holder of such notes, in case the bills are not paid or redeemed according to law, can resort for his indemnity not only to the securities deposited in the hands of the comptroller, but to the maker or individual banker personally.—He is to "execute and sign the circulating notes" so as "to make them obligatory promissory notes, payable on demand at his place of business." How can the signature by his president and cashier, and in the assumed name of a bank, be deemed a compliance with this provision?

If "any number of persons" associate for the purpose of banking, they are required to file a certificate in the office of the secretary of state, and in the office of the clerk of the county, specifying:

1. The "name assumed" to distinguish such associations.
2. The place where the business is to be carried on.
3. The amount of capital and number of shares.
4. The names and places of residence of the shareholders, and the number of shares held by each.
5. The period at which such association shall commence and terminate.

Such associations are to carry on the business of banking, as provided for by the act, and in the manner specified in their articles of association, and to choose one of their number as president, and to appoint a cashier.

All contracts made by such "association" and all notes and bills by them issued, must be signed by the president or vice-president, and suits by, or against them, are to be prosecuted in the name of the president, and a judgment against him, can only be enforced against the joint property of the association; and no shareholder of "any such association" is liable in his individual capacity, unless the articles of association signed by him, shall have so declared.

"The annual statement too, required by the 26th section of the original act of 1838, applies only to such "associations" and not to individual bankers, although the act of the last session in terms includes individual bankers. Many other of the restrictions and limitations can only be deemed applicable to associations.

The law of 1841, directing the manner of commencing suits against "associations," has no reference to individual bankers, and suits against the latter, upon their circulating notes, should, as I suppose, be commenced and prosecuted as against other individuals, and be enforced like any other private demand, the holders of the notes having, however, the additional remedy against the securities in the hands of the comptroller—to which, perhaps, a court of chancery might compel him to resort in the first instance.

If you desire to avail yourself of this law in obtaining circulating notes from this department, and to commence the business of banking, under its provisions, as an individual banker, the notes must be prepared and issued in your individual name, and bear your individual signature.—You will then be entitled, upon depositing the securities contemplated by the act, to circulate notes equal to the market value of the securities deposited.

A STATEMENT of all the Incorporated Companies in the State of New York, having Banking Powers, the Date of their respective Acts of Incorporation, the Limitation of the same, and the Amount of Capital authorised.

NAMES OF BANKS.	Date of Charter.	Charter expires.	Amount of Capital.	NAMES OF BANKS.	Date of Charter.	Charter expires.	Amount of Capital.
			dollars.				dollars.
Bank of America	1831	1853	2,000,000	Broome County Bank	1831	1855	100,000
— New York	1831	1843	1,000,000	Canal Bank of Albany	1829	1864	300,000
— the State of New York	1836	1866	2,000,000	Catskill Bank	1829	1853	1,000,000
Butchers' and Drovers' Bk.	1830	1853	500,000	Cayuga County Bank	1833	1863	250,000
Chemical Manufacturing				Central Bank	1829	1855	120,000
Company	1821	1844	400,000	Chautauque County Bank	1831	1860	100,000
City Bank	1831	1852	720,000	Chenung Canal Bank	1833	1863	200,000
Commercial Bank	1834	1865	500,000	City Bank of Buffalo	1836	1866	400,000
Delaware and Hudson Canal				Clinton County Bank	1836	1860	200,000
Company	1821	1844	500,000	Commercial Bk. of Albany	1828	1845	300,000
Dry Dock Company	1829	unlimited	200,000	Commercial Bk. of Buffalo	1831	1864	400,000
Fulton Bank	1821	1844	600,000	Commercial Bk. of Oswego	1836	1866	250,000
Greenwich Bank	1830	1857	200,000	Duchess County Bank	1825	1855	600,000
La Fayette Bank	1835	1865	500,000	Essex County Bank	1832	1862	400,000
Leather Manufacturers'				Farmers' Bank, Catskill	1831	1860	100,000
Bank	1822	1862	600,000	Farmers' Bank, Troy	1829	1853	275,000
Mahattan Company	1799	unlimited	2,050,000	Farmers' and Manufactur-			
Mechanics' Bank	1831	1855	2,000,000	ers' Bank, Poughkeeps-			
Mechanics' & Traders' Bk.	1830	1857	200,000	ie	1831	1864	300,000
Merchants' Bank	1831	1857	1,400,000	Herkimer County Bank	1833	1863	200,000
Merchants' Exchange Bk.	1829	1849	750,000	Highland Bk., Newburgh	1831	1864	200,000
National Bank	1829	1857	750,000	Hudson River Bk., Hudson	1830	1855	150,000
North River Bank	1821	1842	500,000	Jefferson County Bank	1829	1854	200,000
Phoenix Bank	1831	1861	500,000	Kingston Bank	1836	1866	200,000
Seventh Ward Bank	1833	1863	500,000	Lewis County Bank	1833	1863	100,000
Traders' Bank	1831	1855	400,000	Livingston County Bank	1830	1855	100,000
Union Bank	1831	1853	1,000,000	Long Island Bank	1839	1865	300,000
[The foregoing banks are all in the city of New York.]				Madison County Bank	1831	1858	100,000
Albany City Bank	1831	1864	500,000	Mechanics' and Farmers'			
Atlantic Bank, Brooklyn	1836	1866	500,000	Bank, Albany	1829	1863	412,000
Bank of Albany	1829	1855	240,000	Merchants' and Mechanics'			
— Auburn	1829	1850	200,000	Bank, Troy	1829	1851	300,000
— Buffalo	1831	1861	200,000	Mohawk Bank	1829	1863	165,000
— Chenango	1829	1856	200,000	Montgomery County Bank	1831	1857	100,000
— Genesee	1829	1852	100,000	Oncida Bank	1836	1866	400,000
— Geneva	1829	1853	100,000	Onondaga Bank	1829	1851	150,000
— Ithaca	1829	1850	250,000	Ontario Bank	1829	1856	500,000
— Lansingburgh	1832	1853	120,000	Orangetown County Bank	1832	1862	105,660
— Lyons	1836	1866	300,000	Oswego Bank	1831	1860	150,000
— Monroe	1829	1850	300,000	Otsego County Bank	1830	1851	100,000
— Newburgh	1829	1851	110,000	Rochester City Bank	1836	1866	400,000
— Ogdensburg	1829	1850	100,000	Sackett's Harbour Bank	1831	1865	200,000
— Orleans	1831	1864	200,000	Saratoga County Bank	1830	1867	100,000
— Oswego	1836	1866	200,000	Schenectady Bank	1832	1862	150,000
— Poughkeepsie	1830	1858	100,000	Saratoga County Bank	1833	1863	200,000
— Rochester	1829	1845	250,000	Steuben County Bank	1832	1862	150,000
— Rome	1832	1862	100,000	Tompkins County Bank	1836	1866	250,000
— Salina	1829	1862	150,000	Troy City Bank	1833	1863	300,000
— Troy	1829	1853	410,000	Ulster County Bank	1811	1861	100,000
— Utica	1829	1850	600,000	Wayne County Bank	1829	1858	100,000
— Whitehall	1829	1830	100,000	Wadsworth Bank	1836	1866	150,000
Brooklyn Bank	1832	1860	200,000	Westchester County Bank	1833	1863	200,000
				Yates County Bank	1831	1859	100,000

* Charter forfeited.

THE FREE BANKS OF THE STATE OF NEW YORK.

By the annual report of the comptroller, dated January 7, 1841, there were seventy-six associations and banks named in the report of last year; thirteen have been struck from the list, as either closed or closing, and there have been added six, which have been established since the 1st of December, 1839; leaving now in operation sixty-nine, several of which have indicated a disposition to close their operations as speedily as circumstances will admit. It is much to the credit of the free banks, that of the great number of them, they have all, with but one exception (the Millers' Bank), complied with the terms of the act of the last session, relating to the redemption of bank notes; and consequently, the circulating bills of all the associations and individual bankers (with the one exception) have been taken at par for all state dues, at the several points where those dues are payable. Many of the associations, and some individual bankers, have found it necessary materially to curtail their circulation, as will be seen by comparing the amount in 1839 with that in 1840.

On the 1st of December, 1839, the circulation of the free banks (or, the dollars.
amount issued from this office) was 6,012,009
On the 1st of December, 1840, there was outstanding 5,353,567

Making a diminution of 658,442

^b STATEMENT of the Banks under the General Banking Law, December 1, 1840.

NAMES OF BANKS.	Capital se- cured by State Stocks.	Capital se- cured by Bonds and Mort- gages.	Amount of Circulat- ing Notes.	NAMES OF BANKS.	Capital se- cured by State Stocks.	Capital se- cured by Bonds and Mort- gages.	Amount of Circulat- ing Notes.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Staten Island Bank	36,000	†41,500	+60,418	Bank of Lowville.....	30,000	44,350	53,000
Agricultural Bank, of Her- kimer.....	32,000	26,833	53,000	Bank of Waterville.....	*4,000		
Bank of United States, New York.....	200,000	....	138,000	Bank of Waterville.....	60,000	33,450	81,038
Bank of Western New York, Rochester.....	100,000	....	83,036	Bank of Corning.....	*10,000		
Clinton Bank, New York.....	75,000	....	48,500	American Exchange Bk., New York.....	70,000	23,500	75,000
Mechanics' Banking Asso- ciation, New York.....	50,000	75,000	154,221	Manufacturers' Bank, Ul- ster.....	*5,000		
North American Trust and Banking Co., New York.....	28,000	10,000	10,580	Bank of Whitestown.....	*38,500	....	†28,500
Farmers' Bank, Orleans.....	75,000	83,080	106,626	Pine Plains Bank.....	*10,000	30,050	71,680
Lockport Bank and Trust Company.....	100,000	98,760	166,000	Canal Bank, Lockport....	63,000	37,200	83,520
New York State Stock Se- curity Bank, New York.....	*71,700	....	34,500	Howard Trust and Bank- ing Company, Troy.....	77,000	82,400	139,400
State Bank of New York, Buffalo.....	100,000	....	69,960	Union Village.....	*10,000		
Merchants' and Farmers' Bank, Ithaca.....	46,000	58,550	96,000	Bank of Commerce, New York.....	300,000	....	229,840
Allegheny County Bank, Angelica.....	20,000	....	†13,200	Commercial Bank, Troy..	31,000	30,000	46,000
Bank of Syracuse.....	100,000	78,213	150,000	Bank of Vernon.....	*5,000		
Cittaragus County Bank, Randolph.....	18,000	27,600	58,200	Binghamton Bank.....	*50,000	50,012	100,060
St. Lawrence County Bank, Ogdensburg.....	120,000	58,549	171,034	Mohawk Valley Bank, Mo- hawk Village.....	35,000	7,600	33,970
Merchants' Exchange Bk., Buffalo.....	*18,000		117,195	New York Banking Com- pany, New York.....	37,000	28,150	52,700
Farmers' and Mechanics' Bank, Genesee.....	28,000	21,721	44,095	Commercial Bank, Roche- ster.....	116,000	....	104,800
Bank of Kinderhook.....	50,000	50,600	91,602	Middletown Bank.....	70,000	87,250	123,000
James Bank, Jamestown.....	30,000	40,711	50,630	Bank of Albany.....	20,000	30,000	53,000
Powell Bank, Newburg....	75,000	50,000	106,250	Delaware Bank, Delhi....	*12,000		
Bank of Olean.....	31,000	45,231	116,342	Farmers' Bank, Geneva..	83,000	....	61,776
Bank of Central New York, Utica.....	44,000	26,093	58,098	Farmers' Bank, Geneva..	*15,000		
Bank of Silver Creek.....	20,000	20,000	48,800	Farmers' and Mechanics' Bank, Rochester.....	55,000	53,696	97,000
Exchange Bank, Genesee. Genesee County Bank, Le Roy.....	41,000	35,715	63,112	Farmers' Bank, Rochester	26,000	20,000	38,000
Fort Plain Bank.....	25,000	32,250	48,200	Bank of Danville.....	60,000	65,300	94,000
Bank of America, Buffalo.	35,000	†1,098	75,335	Farmers' and Drovers' Bk., Somers.....	50,000	15,900	55,830
Bank of Attica.....	†15,000	10,327	†13,917	Washington Bank, New York.....	*7,000	10,000	13,397
Ballston Spa Bank.....	*40,000	38,450	76,000	Farmers' Bk., Amsterdam	24,000	6,500	30,500
Farmers' Bank, Hudson....	50,000	50,200	90,000	Erie County Bank, Buffalo	24,000	6,500	30,500
Mechanics' Bank, Buffalo.	42,000	48,800	94,592	Bank of Albion.....	91,000	35,750	101,370
Mercantile Bank, Schene- ctady.....	69,000	39,500	62,950	Bank of Commerce, Buffalo	9,000	21,168	24,000
Bank of Watertown.....	46,000	39,710	64,400	Bank of Commerce, Buffalo	*6,000		
Albany Exchange Bank....	48,000	35,800	56,342	Bank of Lodi.....	161,000	....	102,575
				Bank of Lodi.....	25,000	19,150	40,612
				Exchange Bk., Rochester.	*4,000		
				Union Bank, Buffalo.....	15,000	14,500	†21,600
				Phoenix Bank, Buffalo....	51,000	....	50,721
				Bank of Brockport.....	*14,000		
					6,000	13,725	25,700
					*9,200		
					5,000		
					*10,000	17,500	26,000

* New York State Stocks.

† Individual banks.

By the annual report of the bank commissioners of January 30, 1843, it appears that on the 1st of January, 1840, and after the second suspension of many of the banks, south and west of New York, which occurred before the end of that year, the returns exhibited a diminution of loans and discounts, on the part of the ninety chartered banks of the state, to the amount of \$5,512,000 dollars; and a reduction of 8,743,365 dollars, the circulation, as compared with the reports of the same institutions on the 1st of January, 1839.

During the year ending on the 1st of January, 1843, the loans and discounts of all the chartered banks, eighty-five in number, as compared with the same banks on the 1st of January, 1842, have diminished 2,959,602 dollars.

The discounted debt of forty-three banking associations has increased within this period 974,263 dollars, making an aggregate of diminution, in all the banks of the state, of 1,985,339 dollars.

The circulation of the chartered banks has also been reduced 2,027,810 dollars, and the free banks, 60,794 dollars, showing the whole decrease of circulation to be 2,088,604 dollars.

The specie of the chartered banks has increased 2,094,602 dollars, and the free banks, 974,000 dollars, making the whole increase of specie, 3,068,602 dollars.

The following table exhibits a comparative view of the resources and liabilities of all the chartered and free banks for the years 1841 and 1842, excluding the La Fayette Bank in the City of New York, the Watervliet Bank, the Clinton County Bank, the Bank of Lyons, and the North River Bank, whose charter has expired, and which has since gone into operation under the general banking law, together with the James Bank, the Farmers' Bank of Malone, and the Manufacturers' Bank at Ulster; which last-named association did not make any returns.

RESOURCES OR ASSETS.	Jan. 1, 1842.	Jan. 1, 1843.	LIABILITIES.	Jan. 1, 1842.	Jan. 1, 1843.
	dollars.	dollars.		dollars.	dollars.
Loans and Discounts	54,543,073	52,557,784	Circulation	13,949,501	11,860,900
Real Estate	3,270,661	3,368,725	Loans	117,032	188,144
Stocks and Mortgages	10,291,230	12,416,987	Due canal fund	1,411,137	1,499,898
Specie	5,329,857	8,388,559	Deposits	17,063,774	18,723,030
Notes of other Banks	5,319,704	4,808,754	Due banks	9,355,646	12,051,093
Cash Items	1,505,167	2,272,658			
Due from Banks	8,512,347	4,229,681	Total liabilities	41,937,093	44,310,065
Total Resources	88,562,248	88,322,498	Add capital and profits	46,925,155	44,003,133
			Grand Total	88,862,248	88,322,498

The cash items in the line of resources in the New York banks, embraces a large amount of Treasury notes.

The reports of the eighty-one safety fund banks, exhibit nominal profits on hand to the amount of 3,350,772 dollars. On deducting therefrom the aggregate expenses, and contributions to the fund, amounting to 1,434,718 dollars the balance will be 1,875,054 dollars, being a little over 6 per cent.

To determine the circulation of all the banks, the amount of notes of other banks contained in the statements, should be deducted. This account would then stand, in relation to the specie in the banks, as follows:—

The 131 banks which have made returns, show the circulation to be	dollars. 12,031,871
Deduct notes held by banks	4,888,987
Actual circulation	7,142,884
Specie	8,117,076
Excess of specie over circulation	1,334,192

AGGREGATE Statement of Eighty-one Safety Fund Banks, as reported to the Bank Commissioners, January 1st, 1843.

RESOURCES.	16 New York City Banks.	65 Country Banks.	TOTAL 81 Banks.	LIABILITIES.	16 New York City Banks.	65 Country Banks.	TOTAL 81 Banks.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Loans and discounts	21,339,809	19,024,503	40,964,112	Capital	15,311,020	14,240,269	29,551,289
Real estate	1,228,186	1,528,412	2,756,638	Circulation	3,393,000	5,543,043	8,926,133
Stocks	2,665,243	752,293	3,418,036	Loans on time .....	.....	115,191	115,191
Overdrafts	10,500	62,454	77,963	Due Canal Fund .....	.....	835,830	835,830
Expense and personal estate	428,351	285,905	714,316	Profits	1,278,500	2,081,182	3,359,732
Bank fund	325,093	445,275	770,372	Deposits on debts	8,398	208,838	277,336
Specie	4,958,703	967,256	5,925,019	Dividends unpaid	131,748	52,197	186,945
Notes of other banks	2,318,113	1,099,857	3,417,970	Deposits	10,859,068	2,731,895	13,590,963
Checks, and other cash items	2,025,127	173,110	2,198,237	Due other banks and corporations	6,603,810	2,626,295	9,230,105
Funds in New York and Albany .....	.....	2,553,229	2,553,229	Total liabilities	37,578,724	28,494,731	66,073,455
Due from other banks and corporations	2,274,720	1,001,813	3,276,533				
Total resources	37,578,724	28,494,731	66,073,455				

TABLE showing the Principal Items of the Bank Statements of all the Chartered Banks of the State for the last Six Years.

	Jan. 1st, 1838, 95 Banks.	Jan. 1st, 1839, 96 Banks.	Jan. 1st, 1840, 95 Banks.		Jan. 1st, 1841, 95 Banks.	Jan. 1st, 1842, 96 Banks.	Jan. 1st, 1843, 85 Banks.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Capital.....	36,011,461	36,801,460	36,491,460	Capital.....	36,401,460	31,551,460	32,001,280
Circulation.....	12,432,158	19,373,119	10,380,392	Circulation.....	15,235,056	12,372,704	9,734,465
Canal Fund.....	4,465,832	3,291,713	2,092,530	Canal Fund.....	2,570,258	1,609,174	1,464,496
Deposits.....	15,771,729	18,370,044	16,038,116	Deposits.....	16,796,218	14,378,139	15,109,164
Due banks.....	13,221,487	15,314,098	7,008,241	Due banks.....	10,374,682	8,537,777	10,736,602
Loans and discounts.....	60,999,770	68,300,486	52,085,407	Loans and discounts.....	54,601,163	49,031,700	44,276,546
Stocks.....	2,795,207	911,423	3,617,070	Stocks.....	4,630,302	3,682,387	4,843,320
Specie.....	4,139,742	6,002,708	5,831,218	Specie.....	5,429,622	4,785,524	6,738,389
Bank notes.....	3,016,918	3,907,137	4,380,648	Bank notes.....	4,122,704	4,897,893	3,890,677
Cash items.....	618,277	2,838,694	2,306,162	Cash items.....	2,188,565	1,607,230	2,248,202
Due from banks.....	18,297,899	14,122,910	6,501,168	Due from banks.....	6,391,771	4,539,480	3,726,370

AGGREGATE Statement of Forty-six Banking Associations, as reported to the Bank Commissioners, January 1st, 1843.

RESOURCES.	Amount.	LIABILITIES.	Amount.
	dollars.		dollars.
Loans and discounts.....	8,071,921	Capital.....	11,048,857
Real estate.....	232,518	Circulation.....	2,297,406
Bonds and mortgages.....	2,415,745	Loans on time.....	72,953
Stocks.....	5,187,018	Due to Canal Fund.....	31,402
Overdrafts.....	0,365	Profits.....	600,600
Expense and personal estate.....	136,664	Deposits on debts.....	49,471
Specie.....	1,738,687	Dividends unpaid.....	19,245
Notes of other banks.....	998,310	Deposits.....	3,991,251
Checks and other cash items.....	21,929	Due other banks.....	1,059,067
Funds on deposit in New York and Albany.....	515,815	Total liabilities.....	20,110,252
Due from other banks and corporations.....	759,280		
Total resources.....	20,110,252		

AGGREGATE Statement of Eighty-one Safety Fund Banks, Four Chartered Banks not subject to the Safety Fund, and Forty-six Free Banks, on January 1st, 1843.

RESOURCES.	81 Safety Fund Banks.	4 Chartered Banks.	46 Free Banks.	TOTAL 131 Banks.
	dollars.	dollars.	dollars.	dollars.
Loans and discount.....	49,964,112	3,312,434	8,071,921	52,348,467
Real estate.....	2,795,638	579,569	232,518	3,508,725
Stocks, (in which are included bonds and mortgages held by free banks).....	3,418,036	1,425,281	7,602,763	12,446,083
Overdrafts.....	77,963	...	9,365	87,328
Expenses and personal estate.....	711,346	97,728	136,664	945,738
Bank fund.....	770,372	...	...	770,372
Specie.....	5,926,019	812,370	1,738,687	8,477,076
Notes of other banks.....	3,417,970	472,707	998,310	4,889,987
Checks and other cash items.....	2,198,237	49,965	21,929	2,273,131
Funds on deposit in New York and Albany.....	2,838,229	125,350	515,815	3,479,394
Due from other banks and corporations.....	3,276,533	440,837	759,280	4,485,650
Total resources.....	66,073,455	7,325,211	20,110,252	93,508,918
LIABILITIES.				
Capital.....	29,551,280	3,312,434	11,048,857	43,912,571
Circulation.....	8,926,133	808,332	2,297,406	12,031,871
Loans on time.....	15,101	...	72,953	15,174
Due to canal fund.....	835,830	628,660	31,402	1,495,892
Profits.....	33,359,772	169,327	600,600	34,129,699
Deposits on debts.....	277,236	...	49,471	326,707
Dividends unpaid.....	180,945	7,221	19,245	213,411
Deposits.....	13,690,963	1,518,201	3,991,251	19,100,415
Due other banks and corporations.....	9,230,105	843,497	1,059,067	12,072,669
Total liabilities.....	66,073,455	7,325,211	20,110,252	93,508,918

AGGREGATE Statement of Twenty-four Banks in the City of New York, and 107 Banks in the Country, being the whole number that have made return to the Bank Commissioners, on January 1st, 1843.

RESOURCES.	24 City Banks.	107 Country Banks.	TOTAL 131 Banks.	LIABILITIES.	24 City Banks.	107 Country Banks.	TOTAL 131 Banks.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Loans and discounts.....	29,579,088	22,769,379	52,348,467	Capital	24,369,290	19,589,847	43,959,137
Real estate.....	1,882,038	1,686,687	3,568,725	Circulation	4,631,353	7,400,518	12,031,871
Stocks.....	6,924,478	5,521,605	12,446,083	Loans on time.....	.....	188,144	188,144
Overdrafts.....	18,119	69,179	87,328	Due canal fund.....	200,212	1,295,076	1,495,888
Expenses and personal estate.....	548,058	400,080	948,738	Profits.....	1,708,775	2,470,924	4,129,699
Bank fund.....	325,093	445,279	770,372	Deposits on debts.....	8,398	318,309	326,707
Specie.....	7,279,560	1,197,516	8,477,076	Dividends unpaid.....	115,638	67,773	183,411
Notes of other banks.....	3,548,681	1,340,306	4,888,987	Deposits.....	15,452,511	3,647,874	19,100,415
Checks and cash items.....	2,081,009	192,122	2,273,131	Due to other banks.....	8,667,255	3,405,424	12,072,679
Funds in New York and Albany.....	.....	3,214,393	3,214,394	Total liabilities.....	55,174,462	38,334,489	93,508,951
Due from other banks.....	2,987,708	1,497,942	4,485,650				
Total resources.....	55,174,462	38,334,489	93,508,951				

BANKS of New York State.

DATES.	Capital.	Loans.	Stocks.	Specie.	Balance due Banks.	Circulation.	Deposits.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
January, 1831.....	27,555,264	57,099,704	395,809	2,657,503	4,310,936	17,820,108	19,119,338
1836.....	31,281,461	72,826,111	803,159	6,224,616	3,892,314	21,127,927	20,086,685
1837.....	37,101,460	79,313,188	1,794,152	6,557,029	2,636,569	21,198,000	30,883,179
1838.....	36,611,400	60,989,770	2,795,207	4,139,732	2,028,292	12,460,652	15,221,960
1839.....	36,801,450	68,400,186	911,923	5,355,915	1,222,158	19,373,349	18,370,044
1840.....	52,028,781	67,057,007	5,461,120	7,000,829	1,031,419	14,226,304	20,051,234
1841.....	51,836,280	69,230,139	6,738,000	6,536,210	1,392,000	18,456,230	20,678,279
1842.....	41,310,000	56,480,073	10,291,239	5,329,877	883,099	13,949,504	17,063,774
1843.....	43,950,137	62,348,467	12,446,087	8,577,476	7,171,112	12,031,871	19,100,415
August, 1843.....	43,019,577	58,593,081	12,320,987	11,051,779	10,611,940	14,520,813	24,679,250
November, 1843.....	43,309,152	61,531,129	11,663,311	11,502,789	4,911,076	17,213,101	27,387,160
February, 1844.....	43,649,887	65,118,702	11,052,158	10,086,542	5,313,317	16,335,401	29,026,415
May, 1844.....	43,462,311	70,161,068	10,362,330	9,155,161	6,650,315	18,363,031	30,742,280

The loans of the banks were never so high as now, with the exception of the two years 1836-37; and the deposits never were so high, with the exception of the year 1837. The specie in August last was, to the circulation and deposits, as 1 to 2.75. It is now as 1 to 5.50, showing a great extension of credits. The proportion in which the movement has been made by the city banks, as distinguished from those of the country, may be seen by comparing the aggregates of each, as seen in the following table of the leading features in August last, when the specie was at its greatest point of accumulation, and at the present returns. These aggregates compare as follow:—

	CITY BANKS.		COUNTRY BANKS.	
	August.	May.	August.	May.
	dollars.	dollars.	dollars.	dollars.
Loans.....	36,514,332	42,129,817	22,078,749	24,031,243
Specie.....	12,905,944	8,485,563	1,125,855	965,598
Circulation.....	5,308,525	5,894,434	9,212,318	12,470,573
Deposits.....	23,475,041	25,000,757	1,188,589	5,741,532

TRADE OF THE STATE OF NEW YORK.

COMMERCE of New York, from 1789 to 1837.

YEARS.	EXPORTS.			Imports.	Duties on Merchandise Imported.	Drawbacks on Foreign Merchandise.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	(dollars.	dollars.	dollars.	dollars.
1791 .....	.....	.....	2,505,463	.....	1,356,064	22,289	41,868
1792 .....	.....	.....	2,335,790	.....	1,232,888	45,592	50,801
1793 .....	.....	.....	2,932,370	.....	1,248,760	42,501	45,355
1794 .....	.....	.....	5,442,183	.....	2,146,819	266,302	71,683
1795 .....	.....	.....	10,304,681	.....	2,717,149	688,172	93,421
1796 .....	.....	.....	12,208,027	.....	3,050,514	865,877	103,945
1797 .....	.....	.....	13,308,064	.....	2,949,033	802,014	110,983
1798 .....	.....	.....	14,300,892	.....	2,102,250	916,282	111,488
1799 .....	.....	.....	18,719,527	.....	3,559,817	1,157,589	120,252
1800 .....	.....	.....	14,045,079	.....	3,625,423	869,403	97,791
1801 .....	.....	.....	19,851,136	.....	4,984,235	1,172,408	106,023
1802 .....	.....	.....	13,792,276	.....	3,530,298	1,033,316	79,152
1803	7,626,631	3,191,556	10,818,187	.....	4,081,577	545,010	89,342
1804	7,501,096	8,580,185	16,081,281	.....	6,172,805	1,283,604	105,610
1805	8,098,060	15,381,883	23,482,943	.....	6,958,009	2,002,509	121,614
1806	8,053,076	13,700,769	21,752,845	.....	7,307,185	2,406,463	141,186
1807	9,957,416	16,400,647	26,357,063	.....	7,020,593	2,669,335	149,061
1808	2,302,438	3,243,620	5,546,058	.....	3,611,085	799,706	146,682
1809	8,444,764	4,232,798	12,681,562	.....	8,785,786	791,117	109,535
1810	10,928,573	6,313,757	17,242,330	.....	5,248,619	842,540	188,550
1811	8,747,700	3,518,515	12,266,215	.....	2,436,092	443,766	161,312
1812	6,603,808	2,358,414	8,961,222	.....	3,310,325	419,001	102,582
1813	7,060,807	1,124,687	8,185,494	.....	1,627,314	295,120	148,098
1814	197,987	11,683	209,670	.....	651,758	25,986	152,412
1815	8,230,278	2,445,095	10,675,373	.....	14,646,816	267,496	180,000
1816	14,188,291	5,521,740	19,710,031	.....	10,810,553	1,368,221	191,355
1817	13,609,733	5,016,700	18,707,433	.....	6,374,380	1,010,040	177,964
1818	12,982,664	4,889,697	17,872,361	.....	8,277,497	631,004	119,853
1819	8,487,892	5,009,686	13,587,578	.....	6,493,434	717,656	114,320
1820	8,250,075	4,912,509	13,162,584	.....	5,506,516	687,838	115,632
1821	7,898,604	5,204,313	13,162,917	23,029,246	7,251,591	456,568	118,750
1822	10,987,167	6,113,315	17,100,482	35,443,628	9,052,832	515,723	126,797
1823	11,362,995	7,675,995	19,038,990	29,421,349	9,035,575	1,118,969	133,085
1824	13,628,654	9,368,400	22,997,134	36,113,723	11,191,282	1,426,466	146,620
1825	20,651,558	14,607,703	35,259,261	49,039,174	15,702,142	2,141,372	159,327
1826	11,496,719	10,451,072	21,947,791	38,115,630	11,535,012	2,662,299	103,574
1827	13,920,627	9,513,510	23,434,137	38,719,644	13,224,506	1,763,114	171,835
1828	12,362,015	10,415,931	22,777,649	41,927,792	13,764,831	1,570,277	165,898
1829	12,036,561	8,082,450	20,119,011	34,743,307	13,068,193	1,568,179	117,585
1830	13,618,278	6,079,705	19,697,983	35,024,070	15,031,003	1,665,979	116,103
1831	15,726,118	9,809,026	25,535,144	57,077,417	20,121,296	2,045,229	130,933
1832	15,057,250	10,943,095	26,000,345	53,214,402	15,089,636	2,281,675	137,060
1833	15,411,296	9,983,821	25,395,117	55,918,349	13,073,394	2,311,114	159,554
1834	13,849,469	11,602,545	25,452,014	73,188,504	10,225,877	1,522,984	186,365
1835	21,707,467	8,637,397	30,345,261	88,191,305	14,564,660	770,380	200,780
1836	19,816,520	9,104,118	28,920,638	114,253,416	17,307,215	832,413	202,118
1837	16,085,909	11,254,450	27,338,419	79,301,722	.....	.....	202,370
1838	16,437,333	6,576,138	23,008,471	68,453,206	.....	.....	.....
1839	23,296,905	9,971,104	33,268,099	99,882,438	.....	.....	.....
1840	22,676,609	11,587,471	34,264,080	90,140,759	.....	.....	.....
1841	24,279,608	8,860,225	33,139,833	75,713,126	.....	.....	.....
1842	20,739,286	6,837,452	27,576,738	57,875,804	.....	.....	.....
1843*	13,443,234	3,310,430	16,752,664	31,350,540	.....	.....	.....
1844 .....	.....	.....	.....	.....	.....	.....	.....

* In 1843, the imports are only for the nine months ending the 30th of June; the other years being for the twelve months ending each year on the 30th of September. For the registered and enrolled tonnage of the state, see tables of the tonnage of the United States hereafter.

PRINCIPAL COMMERCIAL AND MANUFACTURING CITIES AND TOWNS IN THE STATE OF NEW YORK.

ALBANY, the capital of the state of New York, is situated on the Hudson river, 145 miles, by the course of the river, above the city of New York, in 42 deg. 39 min. 3 sec. north latitude, and 73 deg. 32 min. west longitude, 164 miles west-by-north of Boston, 230 miles south of Montreal, 370 miles from Washington. The population, in 1810, was 9856; in 1820, 12,630; in 1830, 24,238; in 1840, 33,721. Of the latter there were, in 1840, employed in agriculture, 144; manufactures and trades, 1621; navigating the ocean, eight; navigating rivers and canals, 106; in the learned professions, 237. State-street, one of the early streets, from the meeting of Court and Market-streets, is from 150 to 170 feet wide, and has a steep ascent, at the head of which the capitol, which fronts it, has a

commanding position. Many of the private, and especially the public buildings of Albany, overlook an extensive and beautiful landscape.

The capitol is a large stone edifice, 115 feet long and ninety feet broad, fronting east on a spacious square. It contains excellent apartments for the senate and assembly, and numerous rooms for other public purposes. The City Hall, on the east side of the same square, is a large marble building, with a gilded dome. The State Hall, a superb edifice for the public offices, is a corresponding building on the same side of the square. The Albany Academy, built of freestone, has a park in front of it, adjoining the public square; and both are surrounded by an iron paling, and are laid out with walks and ornamented with trees. The other public buildings are a Medical College, a Female Academy, the Albany Exchange, a large building of granite at the foot of State-street, and the county gaol.

The Albany Academy has 400 students. The Albany Female Academy has obtained a deserved celebrity, and has from 300 to 350 pupils. The Albany Library contains 9000 volumes. The Young Men's Association, established for mutual improvement, occupies rooms in the exchange building, and has 1500 members. It has a reading-room, liberally furnished, a library of 3200 volumes, and during the winter season an able course of lectures is delivered. The Albany Orphan Asylum generally maintains eighty or ninety male and female children. The poorhouse, situated in the south-west part of the city, consists of several large buildings, and has a farm of 150 acres, cultivated by its inmates. St. Joseph's Orphan Asylum is a Roman Catholic institution, for females only, and numbers about forty orphans, under the Sisters of Charity.

Albany has about 100 streets and alleys built on, eleven public squares, three markets, ten public schools, containing also dwellings for the teachers, and eleven engine houses, all built of brick.

The city contains thirty places of worship, of which the Presbyterians have four, the Associate Reformed one, the Dutch Reformed three, the Methodists four, the African Methodists one, the Episcopalians three, the Baptists two, the coloured Baptists one, the Lutherans two, the Universalists one, and the Roman Catholics two. There are one Independent church, one Mission church, one Bethel church, one Friends' meeting-house, and two Jewish synagogues.

The old state hall on the south side of State-street, has been converted into a geological cabinet museum, collected by the state geologists in their surveys. The Albany Institute is a respectable scientific association, with a library and cabinet.

Albany is advantageously situated on the Hudson for trade. The Erie and the Champlain canals extend also to it a ready access to all the vast regions to the north and west. The Boston railroad adds to these advantages. The Mohawk and Hudson railroad terminates here, and connects with other lines to the west. The Erie canal, comprising also the Champlain canal, enters the city in its north part, and flows into a spacious basin, formed by a pier built in the river, a mile and a quarter long, which produces a safe harbour, not only for boats, but also for vessels, to defend them against the ice in the spring floods. There are in the city fifty-three commission houses, thirty-five importers, 137 wholesale houses, 440 retail stores, and 612 grocery and provision stores. There are eight banks, with an aggregate capital of 2,751,000 dollars; four insurance companies, with a total capital of 700,000 dollars.

There are fifteen manufactories of carriages, some of them very extensive; twenty of hats and caps, producing articles to the value of 900,000 dollars annually; four of tobacco, two of morocco leather, five rope walks, fifteen manufactories of soap and candles; five of musical instruments, two of umbrellas, twenty of copper, tin, and sheet iron, and a great many others. There are two type foundries, one stereotype, two manufactories of oil cloth, eight of stoves, four of carpets, &c. There are ten furnaces, three steam sawing and planing machines, four plane manufactories, one manufactory of philosophical instruments, and one of coach lace. There are three malting houses and nine breweries. According to the late census, there were in Albany, in 1840, forty-seven commission houses, engaged in foreign trade, with a capital of 650,000 dollars; 976 retail dry goods and other stores, with a capital of 975,000 dollars. The total capital employed in manufactures was 1,735,500 dollars. In 1840, twenty steamboats and fifty-one towboats regularly plied between Albany and New York, and the intermediate places on the river. A great number of small craft

also navigate the river. It is estimated that above 1000 persons arrive at, and depart from, Albany daily, by its various lines of communication.—*Official Returns, U. S. Gaz.*

AUBURN is situated 173 miles south of Washington, on the outlet of Owasco lake, seven miles south of Erie canal. It has a state prison, which is considered a model for such institutions. In 1840, there were fifty-nine stores, capital 341,447 dollars; one woollen factory, one cotton factory, two tanneries, one distillery, one brewery, four flouring mills, two saw mills, three furnaces, four printing offices, four newspapers, one daily and three weekly. Capital in manufactures, 648,550 dollars. Population, 5626.—*U. S. Gaz. Official Returns.*

BLACK ROCK is situated near the lower end of Lake Erie, two miles and a half below the city of Buffalo, of which it may be considered a suburb, and with which it is connected by a railroad. It contains 300 dwellings, and about 2000 inhabitants. It had, in 1840, ten stores and groceries, five warehouses, four flouring mills, with twenty-five run of stones, two saw mills, two oil mills, two distilleries, one iron foundery, one machine shop, and various other manufacturing establishments. The harbour is formed by an immense stone pier, projecting into Niagara river, built by the state of New York, for the double purpose of forming a safe and convenient harbour for vessels and the canal boats, which here enter the lake, and also for securing to the Erie canal an abundance of water, directly from the lake, eastward, as far as Montezuma, nearly half its entire length. There were received in 1840, 511,984 bushels of wheat, and 244,700 barrels of flour. There is a ferry here across to Waterloo in Canada. Population of township, in 1840, 3625.

BUFFALO, a port of entry, lies on the outlet of Lake Erie, at the head of Niagara river, and on Buffalo creek, which constitutes its harbour, 288 miles west of Albany, 263 miles by the Erie canal, twenty-two miles south-south-east of Niagara Falls. Population, in 1810, 1508; 1820, 2095; 1830, 8653; 1840, 18,213. In 1840, employed in commerce, 771; in manufactures and trades, 1851; in navigating the ocean, 71; canals, lakes, and rivers, 347; learned professions and engineers, 211. The land rises, by a gentle ascent, for about two miles from the water to a plain, and from the higher parts of the city, command extensive views of the lake, of Niagara river, of the Erie canal, and of Canada. The city has broad and regular streets, Main-street is two miles long, and 120 feet wide, and is lined with large stores, dwellings, and hotels; other parts of the city are well built. There are three public squares, which add to the salubrity and beauty of this rapidly built and peopled town. The public buildings are, a court house, gaol, and county clerk's office, two markets, in the second floor of one of which are the city offices; seventeen churches, of which the Presbyterians have three, the Episcopalians two, the Baptists one, the German Protestants three, the Methodists one, the Roman Catholics two, the Unitarians one, the Universalists one; there are also one Bethel, and two African churches. There are, an orphan asylum, two banking houses, an insurance company, a theatre, and several good hotels. The Young Men's Association have a library of 3500 volumes, and there are public schools, under the control of the common council, for the education of the whole population, without charge for tuition. Buffalo has become a great entrepôt between the east and the west. The harbour of Buffalo is spacious and safe, with twelve to fourteen feet of water, a mile from its entrance into the lake. To protect the harbour, the breakwater or pier has been constructed of wood and stone, by the United States, extending 1500 feet from the south side of the mouth of the creek, upon the end of which there is a light-house erected, twenty feet in diameter at its base, and forty feet high. The great obstruction to the harbour arises from the breaking up of the lake ice, which is driven into it by the strong westerly winds, and frequently obstructs the entrance after the ice has altogether disappeared in the lake. "There are fifty or sixty steamboats, and 300 schooners and other craft which navigate Lake Erie and the connected lakes, engaged in the commerce between Buffalo and the west. The tonnage in 1840, was 4916 tons. The arrivals of steamboats and other vessels in 1840, were 4061; clearances, 4851. The amount of property sent east on the Erie canal from Buffalo, at the same date, was 177,607 tons. The amount of goods, including domestic manufactures, salt, &c., received by the canal, and shipped to the west, was 98,733 tons. Tolls received amounted to 376,417 dollars. Buffalo is connected with Black Rock, and with Niagara Falls, by railroads."—

U. S. Gazetteer. In 1840, there were twenty-three foreign commission houses, capital 94,000 dollars; 231 retail stores, capital 736,335 dollars; one woollen factory, three tanneries, two distilleries, one pottery, four flouring mills, one grist mill, two saw mills, two oil mills, ten printing offices, five daily, four weekly, one semi-weekly newspapers, and six periodicals. Capital in manufactures, 630,300 dollars.—*Official Returns.* Buffalo was originally laid out by the Holland Land Company, in 1801. It was burnt by the British in 1814, excepting two buildings. It then contained 200 dwellings. The inhabitants, however, received 80,000 dollars from congress as a compensation for their losses. The rapid growth and great importance of this place, may be dated from the opening of the Erie canal.—*U. S. Gazetteer.*

FISHKILL, eighty-eight miles south of Albany. It had, in 1840, twenty-nine stores, capital 98,600 dollars; two lumber yards, capital 6000 dollars; one fulling mill, two woollen factories, three cotton factories, 11,912 spindles, five tanneries, seven flouring mills, six grist mills, seven saw mills. Capital in manufactures, 817,050 dollars. Three academies, forty-nine students; twenty schools, 887 scholars. Population, 10,437.

HUDSON, a port of entry, is situated on the east side of Hudson river, at the head of ship navigation, 116 miles north of New York, twenty-nine miles south of Albany, in 42 deg. 14 min. north latitude, 73 deg. 46 min. west longitude. Population, 1820, 2900; 1830, 5392; 1840, 5672. "Its front consists of a bold promontory, rising sixty feet above the level of the river, which has been formed into a pleasant promenade, commanding a fine view of the river and of the surrounding country. On either side of this promontory is a spacious bay, with a sufficient depth of water for the largest vessels. The city is regularly laid out, with streets crossing each other at right angles; with the exception of two streets near the river, which follow the direction of the shore. The main street extends south-east more than a mile to Prospect hill, 200 feet high, to which the ground gradually rises. On the north side of this street, towards its upper end, is a public square. There is another square in the south part of the city, on which the court house is situated. It is 116 feet long, the central part forty feet by sixty feet, and sixty feet high, surmounted by a dome, and entered by a portico of six Ionic columns. The wings are thirty-four feet front and forty feet deep, and two stories high. There are eight churches—one Presbyterian, one Episcopal, one Baptist, one Methodist, two Friends, two Universalist—the Hudson Academy, Hudson Female Seminary, the Franklin Literary Association, with a respectable library and philosophical apparatus, the Hudson Lunatic Asylum, and a number of select schools. The city is supplied with pure water, brought two miles in iron pipes from a spring at the foot of Becraft's mountain. This city was formerly much engaged in the West India trade, which has, latterly, chiefly given place to the whale fishery. It has seven or eight whale ships, four steamboats, with freight barges, and a number of sloops. A steam ferry-boat plies between this city and Athens, on the opposite side of the river. The Hudson and Berkshire Railroad connects this city with West Stockbridge, Massachusetts, and thence with Boston. Several streams in the immediate vicinity afford considerable water power, which is improved in manufacturing.—*U. S. Gaz.* There were in 1840, 116 stores, capital 410,450 dollars; four lumber yards, capital 29,000 dollars; capital employed in the fisheries, 330,000 dollars; one furnace, one tannery, one distillery, one brewery, three printing offices, one bindery, two weekly newspapers, two periodicals. Capital in manufactures, 135,650 dollars.—*Official Returns.*

ITHACA, 162 miles west-by-south of Albany, situated on a plain one mile and a half south of the head of Cayuga lake. Cayuga inlet, a small creek, is navigable for large canal boats from the lake. It contains about 700 houses, a court house and goal in the same building, a county clerk's office, six places of worship, an academy, and a lyceum. Fall creek, Cascadilla creek, and Six Mile creek, in descending from the hills, have falls that furnish very extensive water power, which is employed in manufacturing establishments. Fall creek descends 438 feet in the course of a mile, having three successive falls—one of seventy feet, another of fifty feet, and a third, which is peculiarly grand, of 116 feet—in an unbroken sheet. Other falls in the vicinity are little less surprising. Its facilities for trade are numerous. Through Cayuga lake and Seneca canal it communicates with the Erie canal on the north, and by the Ithaca and Owego railroad, thirty miles long, it communicates with Owego and the Susquehanna, where it will unite with the Erie railroad,

which will afford it a winter communication with the seaboard. Its trade with Pennsylvania is considerable, receiving iron and coal in exchange for plaster, salt, lime, flour, and merchandise. A steamboat for passengers plies daily between Ithaca and Cayuga bridge, forty-two miles.—*U. S. Gaz.* There were in the township in 1840, twenty-four stores, capital 141,300 dollars; two lumber yards, capital 81,000 dollars; value of machinery produced, 20,000 dollars; two woollen factories, capital 30,550 dollars; one cotton factory, 1572 spindles, capital 25,000 dollars; three tanneries; one brewery, one paper factory, capital 16,000 dollars; two flouring mills, one grist mill, ten saw mills, one oil mill, four printing offices, two binderies, two weekly newspapers. Capital in manufactures, 279,250 dollars. Population in 1830, 3324; 1840, 5650.

LANSINGBURG, ten miles north-east of Albany, is situated on the east side of Hudson river, at the head of sloop navigation. In 1840 it contained nine dry goods, eight produce, and twenty grocery stores, one copper and iron foundry, two oil floor-cloth factories, three brush factories, one plaster mill, one flouring mill, two gun and rifle factories, six malt houses, two printing offices, an academy, 450 dwellings, and 3000 inhabitants. Several sloops and towboats are employed in the river trade. The state dam, 1100 feet long and nine feet high, with a lock between this and Troy, enables sloops to come to this place, and forms a spacious basin. A bridge across the Hudson connects it with Waterford. There are in the township forty-seven stores, capital 240,100 dollars; one tannery, one brewery, two printing offices, one weekly newspaper, one grist mill. Capital in manufactures, 204,700 dollars. Population, 3330.

LITTLE FALLS is ninety-one miles west-by-north-west of Albany. The village is situated on both sides of the Mohawk river, in a most romantic situation, and contained, in 1840, five churches, two printing offices, one bank, thirty stores and groceries, one woollen factory, three paper mills, three flouring mills, two plaster mills, one trip-hammer works, four furnaces, one machine shop, one distillery, one brewery, one fulling mill, and one sash factory. The river here has a fall of forty-two feet in half a mile, affording great water power. The Erie canal has a feeder, which crosses the river in an aqueduct, 214 feet long and sixteen wide, with walls fourteen feet high, upheld by one arch of seventy feet span, and two others of fifty feet each. The canal passed the brow of a mountain, which reached to the border of the river, by expensive digging and embankment. In widening the canal, more ample room is obtained by occupying a part of the bed of the river, between an island and the south bank. There were in the township thirty-four stores, capital 88,500 dollars; three furnaces, two forges, one fulling mill, four tanneries, one distillery, one brewery, three paper factories, two printing offices, one weekly newspaper, one periodical, one flouring mill, two grist mills, four saw mills. Capital in manufactures, 166,850 dollars. Population, 3881.

LOCKPORT is 277 miles west-by-north of Albany. The village, incorporated, is situated on the Erie canal, and contains two banks, eighty stores and groceries, four flouring mills, one grist mill, one cotton factory, with 2106 spindles, two woollen factories, nine saw mills, two plough factories, two plaster mills, one sash factory, two furnaces, one machine shop, two carriage factories, two tanneries, and one fanning mill and threshing machine factory, 800 dwellings, and about 6500 inhabitants. An immense water power is here created by the surplus water of the Erie canal, which here rises sixty feet, by five double locks. A railroad proceeds from this place to Niagara falls and Buffalo. There were, in 1840, in the township one commission house, capital 500 dollars; sixty-five stores, capital 209,830 dollars; three tanneries, one distillery, one brewery, one pottery, one paper factory, four printing offices, one bindery, five flouring mills, nine grist mills, forty-five saw mills, one oil mill. Capital in manufactures, 268,010 dollars. Population, 9185.

NASSAU, is twelve miles south-east of Albany. It had, in 1840, five stores, one grist mill, one carriage factory, fifty dwellings, and about 400 inhabitants. There are in the township ten stores, capital 2300 dollars; three fulling mills, six woollen factories, two cotton factories, 3158 spindles, three tanneries, one flouring mill, six grist mills, twelve saw mills. Capital in manufactures, 74,780 dollars. Population, 3236.

NEWBURG is sixty miles north of New York. The Hudson river bounds it on the east. The village is pleasantly situated on the west bank of Hudson river, on rising ground. It contained, in 1840, three banking houses, 150 stores, nine storehouses, five freighting establishments, three flouring mills, three plaster mills, one brewery, and numerous mechanical

and manufacturing establishments, 1000 dwellings, and about 6000 inhabitants. It has four steamboats and two freight barges, which run between it and New York city, and one steamboat running to Albany, besides a number of sloops trading to different places on the river. There is a steam ferry between this place and Fishkill, on the opposite side of the river. Washington had his head-quarters here, for a time, during the revolutionary war, and the house is standing in which he and his family resided; and here the American army was disbanded, June 23, 1783.

OSWEGO is a port of entry, and semi-capital of Oswego county, and lies on both sides of the Oswego river, at its entrance into Lake Ontario, 160 miles west-north-west of Albany. It is regularly and handsomely laid out with streets 100 feet wide, crossing each other at right angles. The two parts are connected by a bridge, 700 feet long, which cost 6000 dollars. It has a court house, a custom house, two banks, with an aggregate capital of 400,000 dollars, and an insurance company. The Oswego canal, thirty-eight miles long, connects it with the Erie canal at Syracuse. A part of the way the Oswego river constitutes the canal, and has a tow-path on its bank. Next to Sackett's Harbour, Oswego has the best harbour on the south side of Lake Ontario. It is sheltered by a pier, built by the United States, of wood, filled in with stones on the outside, on the lake side. This pier is 1219 feet in length, with an entrance 250 feet wide. On the end of the west pier is a lighthouse, and there is another on the hill, on the east side of the river, near the fort. The water within the pier has a depth of from ten to twenty feet, and the harbour is spacious. There are owned at this place six steamboats and seventy schooners, averaging 100 tons burden, and a large number of canal boats. The canal boats are generally built in a very substantial manner, with decks, and capable of being towed through the lake. A considerable portion of the trade between New York and the west, passes through Oswego and the Welland canal, in Canada, around the Falls of Niagara. The salt from Salina, destined to the west, mostly passes this way. The tonnage of Oswego, in 1840, was 8346 tons. A feeder dam, seven feet and a half high, three-fourths of a mile above the village, furnishes an abundance of surplus water, which is taken from the canal, with a fall of nineteen feet, on the east side of the river. A canal has also been constructed on the west side, sixty-two feet wide and seven feet deep, at a cost of 75,000 dollars, which has a fall at the village of nineteen feet. Various manufacturing establishments now exist, and many more might be accommodated. The township of Oswego had, in 1840, mostly in the village of Oswego, three commercial and four commission houses in foreign trade, capital 246,000 dollars; thirty-two retail stores, capital 92,150 dollars; two lumber yards, capital 4000 dollars; two tanneries, five flouring mills, two grist mills, six saw mills, three printing offices, and four weekly newspapers. Capital in manufactures 323,135 dollars. Population, 4665; of the village of Oswego, 4500. As a considerable portion of the village of Oswego lies in the township of Scriba, part of the following statistics of that town belong to the village of Oswego. Two stores, capital 5500 dollars; one lumber yard, capital 7000 dollars; one tannery, four flouring mills, three grist mills, one saw mill. Capital in manufactures, 172,816 dollars. Population, 4051. Daily lines of steamboats, for the conveyance of passengers, run between Oswego and Lewiston, Kingston, Canada, Sackett's Harbour, and Ogdensburg, stopping at the intermediate places. On the east side of the river, near the lake, a tract of land has been ceded to the United States, on which is situated Fort Oswego.

PLATTSBURG, 163 miles north of Albany, is situated on both sides of the Saranac river, at its entrance into Cumberland bay, an indentation of Lake Champlain. It contained, in 1840, about 2600 inhabitants, and with the township, 6416. The Saranac has here a succession of falls, about forty feet total descent, which affords extensive water power. It contains a United States' military post a little south of the village. Here a brave defence was made against 14,000 British troops, under Sir George Prevost, September 11, 1814, and at the same time the British fleet was captured by Commodore McDonough, in the bay before the village. There were, in 1840, in the township, forty-five stores, capital 188,130 dollars; four fulling mills, three woollen factories, two cotton factories, 12,000 spindles, one furnace, four forges, five tanneries, two printing offices, two weekly newspapers, one flouring mill, three grist mills, twenty-five saw mills. Capital in manufactures, 126,255 dollars.

PAUGH-KEEPSLE is delightfully situated on the east bank of the Hudson river, seventy-one miles below Albany. In 1840, the population of the township amounted to 10,006 inhabitants, and of the town or village to 7500. It possessed eighty stores, two breweries, two saw mills, two flouring mills, three plaster, two carpet, two soap and candle, three machine, two pin, two gun, and nine carriage and waggon factories; three cotton mills, 4088 spindles, three iron foundries, two potteries, and numerous other fabrics. It is, one of the most flourishing places in the state.

ROCHESTER is situated on both sides of the Genesee river, seven miles south of Lake Ontario, 220 miles west-by-north of Albany. Population, in 1820, 1502; in 1830, 9269; in 1840, 20,191. It contains an area of 4324 acres, and was incorporated as a village in 1817, and as a city in 1834. It is well built, and contains many large stores and many neat dwelling houses, to many of which beautiful gardens are attached, ornamented with shrubbery. The number of dwelling houses is about 2000. The east and west parts of the city are connected by three bridges. The Erie canal passes through the centre of the place, and crosses the Genesee river by an aqueduct. The Genesee Valley canal, now constructing, also terminates here, connecting it with the Erie canal. The great western railroad passes through the place. It had, in 1840, six banking houses, one savings bank, and one mutual insurance company.

Rochester owes its great advantages, and its rapid growth especially, to a vast water power created here by the falls in the Genesee river, which are 268 feet within the bounds of the city, in which are three successive perpendicular falls of ninety-six, twenty, and 105 feet, besides rapids. On these rapids and falls are many large flouring mills, and other hydraulic works. It is estimated that, independently of the capital invested in these mills, it requires 2,000,000 dollars annually to keep them in operation, and that they produce annually about 3,500,000 dollars. Vessels come up the Genesee river to Carthage, which is two miles and a half below the centre of the city, where steamboats daily arrive and depart, and to which there is a railroad. The river is also navigable for boats forty-five miles above the city, to Mount Morris. The Erie canal gives it access to the east and west, and the Genesee Valley canal, when completed, will connect it with Olean on the Susquehanna, and greatly add to its advantages. It has a railroad communication eastward to Boston, Massachusetts, and westward to Batavia, which will soon be extended to Buffalo. These facilities for transportation have completed the advantages derived from its immense water power, and the rich agricultural country by which it is surrounded.—*U. S. Gazetteer*.

There were in the city, in 1840, one commercial and one commission house, capital 15,100 dollars; 266 retail stores, capital 1,238,890 dollars; two lumber yards, capital 30,000 dollars; machinery manufactured, value 48,000 dollars; four fulling mills, four woollen factories, capital 58,616 dollars; one cotton factory, 3000 spindles, capital 50,000 dollars; three tanneries, capital 128,500 dollars; three distilleries, three breweries, capital 60,300 dollars; one pottery, one rope walk, twenty-two flouring mills, eight saw mills, one oil mill; total capital, 945,600 dollars; two paper factories, nine printing offices, one bindery, four daily, five weekly, and one semi-weekly newspaper, two periodicals; sixty-one brick and stone, and sixty-eight wooden houses, built at a cost of 401,270 dollars. Total capital in manufactures, 1,963,017 dollars. Four academies, 662 students, thirty-eight schools, 2870 scholars.—*Official Returns*.

In 1812 there were only two wooden frame buildings on the spot, each consisting of a single room; and when, a few years before, a proposal was made in the state legislature to build here a bridge across the Genesee, a member declared it was a God-forsaken place, inhabited by muskrats, and visited only by a few straggling trappers. With the exception of Lowell, no other place has flourished so rapidly.—*U. S. Gazetteer*.

ROME, 107 miles north-west of Albany, on the Mohawk river and the Erie canal, contains one bank, a United States arsenal, with a magazine and workshops, twenty-five stores, one cotton factory, one flouring mill, one saw mill, one brewery, one blast furnace, 350 dwellings, and about 2500 inhabitants. The Black river canal unites here with the Erie canal, and the Syracuse and Utica railroad passes through the village. There were, in 1840, in the township, thirty-three stores, capital 227,130 dollars; two fulling mills, one woollen factory, one cotton factory, 900 spindles; one furnace, three tanneries, one brewery,

two potteries, one printing office, one weekly newspaper, two grist mills, fifteen saw mills, Capital in manufactures, 148,860 dollars. Population, 5680.

SACKETT'S HARBOUR, 174 miles north-west of Albany, is on Black river bay, near the foot of Lake Ontario, twelve miles from the lake. It is one of the most secure and best harbours on the lake, and was a great naval station during the last war with Great Britain. It had, in 1840, a banking house, twenty-four stores, four forwarding houses, a ship yard, and rope walk, three saw mills, two furnaces, one machine shop, one plaster mill, one tannery, 300 dwellings, and about 2000 inhabitants. Here are the Madison Barracks, erected in 1814. Great power is obtained by a canal brought from Black river. Tonnage, in 1840, 3367 tons.

SALINA, 133 miles west-by-north of Albany. It contains the most celebrated salt springs in the state. The village is situated on the east end of the Onondaga lake, and contained, in 1840, one banking house, twenty stores and groceries, one flouring mill, two saw mills, one machine shop, one furnace, and large salt manufactories, in which 1,107,825 bushels were manufactured in 1840, being nearly one half of what was manufactured in the township. The salt springs are owned by the state, which receives a duty of six cents a bushel from the manufacturers. There were manufactured 2,622,305 bushels of salt in 1840 in the township. Population, 11,013.—*U. S. Gazetteer*.

SAND LAKE, seventeen miles east of Albany. The village contained, in 1840, two stores, two cotton factories, two sattinet factories, one blast furnace, one saw mill, one tannery, and about twenty-five dwellings. There were, in 1840, in the township eleven stores, capital 14,900 dollars; one cotton factory, 1000 spindles; two tanneries, one glass factory, one flouring mill, four grist mills, twenty-seven saw mills. Capital in manufactures, 91,825 dollars. Population, 4303.—*U. S. Gazetteer*.

SCHAGHTICOKE, twenty miles north of Albany, is situated on the Hoosic river, four miles east of the Hudson river, and contained, in 1840, six stores, two cotton factories, 6000 spindles, 150 looms; one machine shop, one grist mill, one saw mill, one clothier's works, two powder mills, 175 dwellings, and about 1400 inhabitants. It possesses a great water power. The township had, in 1840, ten stores, capital 18,700 dollars; one fulling mill, four cotton factories, 5807 spindles; two powder mills, two grist mills, three saw mills. Capital in manufactures, 209,550 dollars. Population, 3389.—*Official Returns, U. S. Gaz.*

SCHENECTADY, city, sixteen miles north-west of Albany. Situated on the south bank of the Mohawk river. It is an ancient place, having been settled by the Dutch as a trading post in 1620. It contained, in 1840, a city hall, gaol, clerk's and surrogate's office, a market, lyceum, female academy, three banking houses, besides a savings bank; nine churches—one Dutch Reformed, one Presbyterian, one Episcopal, one Baptist, one Methodist, one Cameronian, one Universalist, one Roman Catholic, and on two streets 200 stores and groceries, one cotton factory, two flouring mills, two iron foundries, sixty dwellings, one tobacco factory, one steam flouring mill, three tanneries, two machine shops, one waggon factory, 1000 dwellings, and 6784 inhabitants. The buildings of the College, three in number, and spacious, are pleasantly situated on an eminence, ha
of the city.—*U. S. Gazetteer*.

SENECA FALLS, four miles east of Waterloo, 166 west of Albany. is situated on the sides of the outlet of the Seneca lake, and contained in 1840 twenty stores, one cotton factory, eight grist mills, five saw mills, two plaster mills, one distillery, two iron foundries, two pump factories, one sash factory, one paper mill, one axe factory, one cloth-dressing works, one tannery, and one boat yard, 400 dwellings, and about 3000 inhabitants. Gypsum is found in the vicinity, and ground for market. The water power is great, having a descent of forty feet in the distance of one mile. The Seneca and Cayuga canal, which unites with the Erie canal at Montezuma. There were, in 1840, in the township, twenty-eight stores, capital 113,700 dollars; one lumber yard, capital 4000 dollars; three fulling mills, one cotton factory, 2500 spindles; one tannery, two distilleries, one brewery, two potteries, one paper factory, two printing offices, two weekly newspapers, seven flouring mills, one grist mill, three saw mills, one oil mill. Capital in manufactures, 436,918 dollars. Population, 4281.—*U. S. Gaz. Official Returns*.

SING SING, 116 miles south of Albany, is situated on elevated and uneven ground, and

has four landings, from which steamboats and vessels ply daily to New York. It contained, in 1840, eighteen stores, one ship yard, one iron foundry, 250 dwellings, and about 2500 inhabitants. Sing Sing furnishes great quantities of fine marble for building. The quarries are chiefly wrought by convicts of the state prison, located here. It is situated half a mile south of the village. The main building is eighty-four feet long and forty-four feet wide, five stories high, containing 1000 cells. In front and rear are various workshops, with the keeper's house, a chapel, hospital, kitchen, and storehouses. There is a separate building, constructed of marble, of the Ionic order, for female convicts, with well furnished apartments for the matrons. Attached to the whole are 130 acres of land.—*U. S. Gaz.*

SYRACUSE, 131 miles west-by-north of Albany, situated on the Erie canal, at the junction of the Oswego canal, contains a court house, clerk's office, gaol, two banking houses, 130 stores of different kinds, two flouring mills, one saw mill, one plaster mill, three machine shops, three iron foundries, one tannery, 800 dwellings, and 6500 inhabitants. This village and its township are celebrated for the great quantity of fine salt manufactured from brine springs. Coarse salt is also produced by solar evaporation. The total amount of salt of all kinds in 1840, was 524,461 bushels. A new spring was discovered in 1840, of great strength, of which thirty gallons of water produced one bushel of fine salt. The situation of this place, on the line of the western railroad, and at the junction of two important canals, gives it great facilities for trade, and its growth has been rapid.—*U. S. Gaz.*

TROY, a city and port of entry, pleasantly situated on the east side of the Hudson river, six miles north of Albany, 151 miles north of New York. Population, in 1810, 3895; 1820, 5264; 1830, 11,405; 1840, 19,334: of these 796 were employed in commerce, 2279 in manufactures and trades, 208 navigating the ocean, rivers, &c., 218 in learned professions. It rises moderately above the level of the river, and is bordered on the east by hills, from which descend two considerable streams, denominated Poesten Kill, and Wyant's Kill, which have cataracts and cascades, and afford extensive water power for mills and machinery. The city is laid out with great regularity. The main business street follows the course of the river and is curved, but the other streets are straight, and cross each other at right angles. There are fifteen streets running north and south; these are crossed by nineteen others running east and west. The streets are generally sixty feet wide, well paved, and have good sidewalks, and are generally ornamented by trees, and well lighted. The houses are mostly built of brick. The court house is a large marble building with a Grecian front. There is a brick gaol, and a county poorhouse with a farm of 200 acres. The Reusselaer Institute is designed to give a scientific and practical education, and the Troy Female Institute has been very celebrated. There are also several other schools of a high capital and a lyceum of natural history, with a good library, and a cabinet of mineralogical history; a Young Men's Association, with a library, cabinet, and reading-rooms; and two market houses. Some of the churches are handsome buildings. The city is of Gothic architecture. There are eighteen places of worship—seven Episcopal, three Baptist, two Methodist, one Roman Catholic, one Unitarian, one Friends' meeting house, and one African. There are six banks, with an aggregate capital of 1,568,000 dollars; and two insurance companies.

Being at the head of the tide on the Hudson, sloops and steamers ascend to its wharfs. Sixty sloops, three large and two smaller steamboats, five steam tow-boats, and twenty-two barges are engaged in the trade between this city and New York. It has a rich and extensive back country to the north and north-east, with which it is connected by good roads, and it also participates in the advantages of the Erie and the Champlain canals. There were, in 1840, forty-four commercial and thirteen commission houses engaged in foreign trade, with a capital of 2,274,621 dollars; 270 retail stores, capital 944,963 dollars; eight lumber yards, capital 206,000 dollars; four furnaces, eight forges, capital 279,000 dollars; machinery manufactured, value 17,000 dollars; hardware and cutlery, 925,400 dollars; three fulling mills, one woollen factory, capital 50,000 dollars; seven cotton factories, 35,500 spindles, capital 352,150 dollars; seven tanneries, capital 91,000 dollars, one distillery, three breweries, capital 110,000 dollars; manufactures of leather, capital 489,525 dollars; one pottery, one rope-walk, thirteen flouring mills, two saw mills, three paper factories, four printing offices, two binderies,

two daily, three weekly, one semi-weekly newspaper, and one periodical; forty-one brick and stone, and twenty-one wooden houses were built, and cost 190,430 dollars. Capital in manufactures, 2,423,135 dollars; eleven academies, 446 students, forty schools, 1261 scholars.—*U. S. Gaz. Official Returns for 1840.*

The water power of Troy is derived from the streams which flow from the hills on the east, and from a dam with a lock across the Hudson, which facilitates navigation, and renders most of the water of the river available for manufacturing purposes. A railroad connects the city with Ballston Spa, where it joins the Schenectady railroad to Saratoga. In 1820 a disastrous fire swept over and destroyed the richest part of the city.

WEST TROY, or Watervliet town, on the west side of the Hudson river, though in a different county, is properly a suburb of Troy, with which it is connected by a bridge and two ferries. This growing village contains 800 dwelling houses, and 5000 inhabitants. It has eight churches; the Watervliet bank, with a capital of 150,000 dollars, and an extensive United States' arsenal.—*Official Returns for 1840.*

UTICA, city, is on the south side of the Mohawk river, in 43 deg. 10 min. north latitude, 74 deg. 13 min. west longitude; ninety-two miles west-by-north from Albany, 140 miles from Rochester, 202 miles from Buffalo, seventy-six miles from Oswego. Population, in 1820, 2972; in 1830, 8323; in 1840, 12,782. The city stands on an inclined plain, rising south from the Mohawk. The buildings, chiefly of brick, are good. The streets are neat and spacious, many of them 100 feet wide. It has eighteen places of worship—three Presbyterian, one Dutch Reformed, two Episcopal, four Baptist, three Methodist, two Roman Catholic, one Universalist, one African, and one Friends' meeting house. There is an Exchange building, numerous charitable institutions, a County Medical Society, two incorporated academies, one for males and the other for females, a museum, the Utica library, the mechanics' association, and the apprentices' library. There are four banks, with an aggregate capital of 900,000 dollars, besides a bank for savings, and an insurance company, with a capital of 200,000 dollars, and a mutual insurance company. The State lunatic asylum is about a mile west of the centre of the city. The Erie canal, here widened to seventy feet, and seven feet deep, passes through the central part of the city, and is crossed by a number of elevated bridges. The Chenango canal connects this place with Binghamton. The great western railroad from Albany passes through it. There are also good roads in various directions, north and south, on which numerous stages run. Utica is in the midst of a rich and highly cultivated country, and of an extensive trade. In 1794, there were only three or four poor houses in the place. There were, in 1840, two commercial and three commission houses in foreign trade, capital 58,000 dollars; 188 retail stores, capital 1,678,595 dollars; three lumber yards, capital 41,000 dollars; five furnaces, capital 59,000 dollars; value of machinery manufactured 166,555 dollars; six tanneries, capital 103,000 dollars; two breweries, one flouring mill, two grist mills, two saw mills, one paper factory, six printing offices, six weekly newspapers, sixty-one brick and stone, and thirty wooden houses, cost 253,000 dollars. Capital in manufactures, 496,130 dollars; ten academies, 670 students, thirty-six schools, 981 scholars.—*Official Returns, U. S. Gaz.*

WATERTOWN, 164 miles north-west of Albany, is situated on the south side of the Black river, and is connected by covered bridges with Williamstown and Juhelville villages on the opposite side. In 1840 it contained twenty-six stores of different kinds, various mechanic shops, 700 dwellings, and about 4000 inhabitants. The river has a fall of eighty-eight feet in one mile, with seven dams and five natural cascades. Here are one flannel factory, one broadcloth and satinette factory, one cotton factory, two negro cloth factories, three carding and clothiers' mills, five flouring mills and grist mills, one paper mill, two iron furnaces, three machine shops, four saw mills, two tanneries, one morocco dressing factory, four waggon and carriage factories, and various other mechanical establishments, one brewery, and one distillery. There were in the township, in 1840, forty-five stores, capital 200,000 dollars; three lumber yards, capital 5000 dollars; five woollen factories, one cotton factory, 1000 spindles, four tanneries, one brewery, one paper factory, three printing offices, three weekly newspapers, four grist mills. Capital in manufactures, 259,500 dollars. Population, 5027.—*Official Returns.*

WHITESTOWN, is ninety-six miles west-north-west of Albany, situated on the south side

of the Mohawk river, contains a court house, gaol, eight stores, one large cotton factory, 3000 spindles, one large flaxing mill, an academy, 300 dwellings, and about 1800 inhabitants. It is built chiefly on one street, more than a mile long, finely shaded with trees, with gravelled side walks. There were in the township, in 1840, twenty-four stores, capital 114,700 dollars; ten fulling mills, five woollen factories, two cotton factories, 15,100 spindles, two tanneries, one paper factory, one printing office, one weekly newspaper, two flouring mills, two grist mills, five saw-mills, one oil mill. Capital in manufactures, 652,020 dollars. Population, 5156.—*Official Returns*.

WHITE HALL, seventy-three miles north of Albany, situated at the head of Lake Champlain, contains a bank, thirty stores and groceries, two forwarding houses, one woollen factory, one grist mill, two saw mills, one planing machine, one machine shop, two ship yards, and two dry docks, one tannery, 300 dwellings, and 2400 inhabitants. Two large steamboats ply from and to this place for the conveyance of passengers and merchandise, and two steam tow boats, fifty sloops and schooners, and seventy canal boats. Two daily lines of canal packets, when the canal is open, leave for Troy. This is the northern termination of the Champlain canal. There are in the township, twenty-seven stores, capital 94,000 dollars; one tannery, one printing office, one weekly newspaper, one grist mill, two saw mills. Capital in manufactures, 18,550 dollars. Population, 3813.—*Official Returns for 1840*.

NEW YORK is situated on the south end of New York or Manhattan Island, at the confluence of the Hudson or North river, and a strait called the East river, which connects Long Island sound with the harbour of New York. The City Hall is in 40 deg. 42 min. 40 sec. north latitude, and 71 deg. 1 min. 8 sec. west longitude from Greenwich. It is eighty-six miles north-east from Philadelphia; 210 miles south-west from Boston; 225 miles north-east from Washington; 670 miles north-east from Charleston, S. C.; 1397 miles north-east from New Orleans; 145 miles south from Albany; and 372 miles south from Montreal. The population, in 1697, was 4302; in 1756, 13,040; in 1774, 22,750; in 1790, 33,131; in 1800, 60,489; in 1810, 96,373; in 1820, 123,706; in 1830, 202,589; in 1840, 312,710. Of the latter number there were employed in commerce, 11,365; in manufactures and trades, 43,390; in navigating the ocean, 2786; in navigating rivers, lakes, and canals, 716; learned professions and engineers, 2929.

According to "*The New York Directory for 1841*," there were in the city 500 importers of merchandise; 500 commission merchants; 250 dry goods jobbers; 231 wholesale grocers; sixty hardware dealers; 176 clothiers; 343 brokers; forty-one banks; sixty insurance companies; 600 lawyers; fifty newspapers; fifty-one periodicals; forty-three foreign consuls.

The city and county comprise the whole island, which is in length from the Battery, on the south, thirteen miles and a half to Kingsbridge on the north, with an average width of one mile and three-fifths. The greatest breadth is two miles and one-tenth, and the area of the whole island about 14,000 acres. It is separated from the main land by Harlem river, through which the tide flows. The East river separates it from Long Island on the east; on the south is the bay and harbour; and on the west, Hudson river, which separates it from New Jersey. Three bridges across Harlem river connect the island with the main land. There are several islands in the harbour, and in the East river.

The port is safe and commodious, and vessels of the largest size come up to the wharfs. The entrance over the bar at Sandy Hook, has a depth of water from twenty-one to twenty-seven feet; and thence to the city the channel is from thirty-five to fifty feet deep. The rise of tide is only about six feet. The entrance to the harbour, between Staten Island, on the west, and Long Island, on the east, called the Narrows, is about one-third of a mile broad, and is well defended by strong fortifications. There are also batteries on Bedlow's and Ellis's islands; and strong fortifications on Governor's Island, which contains seventy acres of ground, and is distant 3200 feet from the city, at the Battery. Castle Williams, on the west side of the island, is a round tower, 600 feet in circumference, and sixty feet high, with three tiers of guns. Fort Columbus is on the highest point of the island; and on the east side is a battery to defend the entrance through Buttermilk channel.

The highest ground on the island of New York, is 238 feet above high water. The city extends about three miles on each river, and in its compact parts has a circumference of about nine miles. The streets were originally laid out according to the surface of the ground; some of them were crooked, and many of them were narrow. They have been widened and improved at a great expense; and in the new parts of the city care has been taken to lay out the streets regularly, and of sufficient width. Broadway, eighty feet wide, is the principal thoroughfare, and extends from the Battery, at the south, nearly three miles, to Union-square, where it joins the Bloomingdale road and the fourth avenue, which extends through the island to Harlem. Broadway is straight along its whole length, and occupies the height of land between the North and East rivers. Greenwich-street, is wide and handsomely built. Pearl-street is of a crescent form, more than a mile in length, contains many spacious warehouses, and is, with the adjacent, the principal seat of the dry goods and hardware business. Front and Water streets, between Pearl-street and the East river, are occupied chiefly by wholesale grocers, commission merchants, and mechanics connected with the shipping business. South-street, extending along the margin of the East river, are the offices and warehouses of the principal shipowners, &c. Banks, insurance offices, brokers' offices, and the offices of the public press, are chiefly in Wall-street, where also stands the merchants' exchange. The other principal streets are, the Bowery, East Broadway, Henry, Madison, Bleeker, Bond streets, &c. Canal-street, half a mile north of the City Hall, is a wide street, with a large canal under it, from which it receives its name, is occupied by stores, and is the seat of an extensive retail trade. It crosses Broadway nearly at right angles, and extends to the North river. In the year 1800, the site of this street was a large pond, extending nearly across the island, and which received the drainage of 400 acres of ground.—*U. S. Gaz.*

The shipping resort principally to the side of New York on the East river: many vessels lie also on the side next the North river; and there are usually not less probably than from 800 to 1000 vessels lying at the wharfs and in the harbour. New York is by the Americans considered the second commercial city in the world, and in its harbour are generally to be found vessels, not only from the principal ports of the United States, but from most commercial nations. Its insular situation extends to it great capacity as a port, and it is rarely obstructed or much incommoded by ice. Besides the steam packets established between Liverpool and New York, several lines of magnificent sailing packets connect it with London, Liverpool, and Havre. The New York and Liverpool line consists

* A TABLE, showing the Draft and Tonnage of various Classes of Vessels which entered the Port of New York, when laden, in 1843.

Classes and Names.	Tonnage.	Draft
Ships of War—Pennsylvania	2900	27 ft. 6 in.
Ships of the Line—Independence, Delaware, North Carolina ...	2300	25 8
Frigates, 1st class—Brandywine, United States Potomac, &c. ...	1600	23 0
" 2d class—Congress, Constellation, &c.	1300	21 0
Sloops, 1st class—John Adams, Cyane, &c.	650	17 6
" 2d class—Erie, Ontario, Boston, &c.	504	15 9
Brigs—Dolphin, Consort, Pioneer, &c.	210	13 0
Twelve-gun Schooners—Grampus, Shark, Enterprise, &c.	190	12 8
Steamers—Missouri, &c.	1700	18 8
Merchantmen, &c.—Steamship, British Queen	2366	18 0
" " " Great Western	1750	17 6
Ship Cornelia	1065	17 6
" Roscius	1030	17 6
" Garrick	995	17 0
" Sheridan	995	17 0
" Siddons	995	17 0
" Patrick Henry	868	17 6
" Stephen Whitney	860	18 6
Canal Boats—Erie Canal	50	3 6
" " Enlarged	150	6 0
Delaware and Raritan Canal.....	180	6 0

of twenty ships of the first class, with a large capacity for freight, and elegant accommodations for passengers; and one vessel sails from each place every sixth day. The New York and London packets consist of twelve large ships, one of which sails from each place every ten days. One line of the New York and Havre packets consists of twelve ships of the first class, one of which sails from each place every eight days; another line, of six ships, sails from each place monthly. Lines of sailing and of steam packets are also established to all the important ports on the coast of the United States. There are also lines to some ports in the West Indies, in Mexico, and in South America.

The most splendid public edifice in the city is the Merchants' Exchange, in Wall-street. It covers the whole space between Wall, William, Exchange, and St. William streets, is constructed of blue Quincy granite, and is 200 feet long by 171 and 144 feet wide, and seventy-seven feet high to the top of the cornice, and 124 feet to the top of the dome. The front, on Wall-street, has a *recessed* portico of eighteen columns, thirty-eight feet high and four feet four inches in diameter, each consisting of one block of stone weighing forty-three tons. The centre, or exchange room, is circular, and eighty feet in diameter. It has four recesses, and the whole breadth is 100 feet, and the height eighty feet. The custom-house is a magnificent Doric edifice of white marble. It occupies the site of the house in which General Washington was inaugurated as first president of the United States. It is 200 feet long, ninety feet wide, and eighty feet high. Each of the north and south fronts has a portico of eight columns, five feet eight inches in diameter, and thirty-two feet high. The great business hall is a splendid circular room, of sixty feet in diameter, with recesses and galleries. Exclusive of the ground on which it stands, and of its furniture, it cost 950,000 dollars. The entire cost, including the ground, is estimated at 1,175,000 dollars. Both the above buildings are fireproof.

The City Hall, a richly ornamented structure, stands in the middle of the park, where it appears to great advantage. It is 216 feet long, and 105 broad, and has the Ionic, Corinthian, and Composite orders rising above each other. The front and both ends above the basement are built of white marble; the back of brown freestone. It is surmounted by a cupola, on the top of which is a colossal figure of Justice. A large brick building behind the City Hall contains numerous public offices and courts, and the hall of the American Institute, with its library and models of machinery.

The Hall of Justice, situated between Leonard, Elm, Franklin, and Centre streets, is an imposing granite building, in the Egyptian style. The House of Detention or Prison adjoins it.

The Hall of the University of New York stands on Washington-square. It is a handsome, and rather rich Gothic structure, 180 feet long, by 100 feet wide. Columbia College is a handsome building, situated in the lower part of the city. Trinity Church, on Broadway, fronting Wall-street, is another imposing and florid Gothic structure. St. Paul's Episcopal Church, in Broadway, with a steeple 234 feet high; and St. John's Episcopal Church, on St. John's-square, with a steeple 240 feet high; the Dutch Church, on Washington-square, is a splendid Gothic building; and many other churches, as the French Protestant Church, in Franklin-street, St. Patrick's Cathedral in Prince-street, the Society Library, Gothic Hall, and St. Thomas's Episcopal Church, in Broadway, and the Baptist Church, in Broome-street, are among the other edifices which justly adorn New York, and of which the citizens may very pardonably be proud.

Of the numerous large hotels, the Astor House, Broadway, is the most distinguished. It is built of Quincy granite, and contains 390 rooms. We believe it to be the largest hotel in the world.

Of the public places, those most worthy of notice are the Battery, a beautiful public ground, on the south point of the island, in the form of a crescent, containing eleven acres; the park, in the centre of the lower part of the city, containing ten acres and three-quarters, laid out with walks, shaded with trees, and surrounded with a neat iron fence, and a large fountain, supplied by the Croton water; St. John's-square, in the west part of the city, containing four acres, laid out with walks and trees, and surrounded by an iron fence; Washington-square, one mile and a half north of the city hall, containing nine acres and three-quarters; Union-square, with an elliptical enclosure, at the termination of Broadway on the north, and ornamented by a fountain, supplied by the Croton water.

Most of the streets, stores, and other buildings of the city are lighted with gas. The expense of gas and lamps, in 1840, was 120,676 dollars; of city watch, was 223,950 dollars; and of cleaning the streets, 149,931 dollars.—*U. S. Gaz. City Returns, &c.*

An approximate estimate of the annual value of sales of articles of country produce in the city of New York, for the consumption of the inhabitants :—

	dollars.
Fresh Beef	1,470,000
„ Vcal	365,000
„ Mutton and Lamb	335,000
„ Pork	600,000
„ Poultry, Game, Eggs, &c.	1,100,000
Salted Beef, Pork, and Hams	1,200,000
Vegetables and Fruit	1,200,000
Milk	1,000,000
Butter, Cheese, and Lard	1,500,000
Flour, Meal, and other Breadstuffs	3,000,000
Hay and Oats	750,000
Fuel (wood and coal), exclusive of steam fuel	2,500,000
Articles not enumerated, not including any building materials.	580,000
Total value	15,600,000

The Harlem railroad extends from the City Hall through Centre-street to Broome-street; turns at right angles to the Bowery, where it turns again nearly at right angles, and follows the Bowery to the fourth Avenue, on which it extends to Harlem, eight miles; and it is continued several miles further to Fordham. A part of its course is a deep cut through solid rock, with a short tunnel and high embankments. It has a double track the whole length, and is the most expensive railroad, for the distance, in the United States.—*U. S. Gaz.*

Columbia College, founded in 1750, has a president, ten professors, about 140 students, and about 14,000 volumes in its libraries. The New York University was founded in 1831, and has a chancellor, and twelve professors, about 125 students, and a good library and philosophical apparatus. The General Theological Seminary of the Episcopal Church was established in 1819, has five professors, and seventy-five students, and 7260 volumes in its library. The New York Theological Seminary, instituted in 1836, has three ordinary, and four extraordinary professors, 108 students, and a library of 16,000 volumes. The Public School Society had under its direction, in May, 1840, sixteen schools, with male and female and primary departments; and forty-six primary schools, and 22,955 scholars. The Rutgers Female Institute, in Madison-street, instructs about 450 girls. The Mechanics' School, in Crosby-street, has 550 pupils. The Protestant Episcopal School is another useful institution. The College of Physicians and Surgeons; the New York Eye Infirmary; the New York Hospital; the New York Lunatic Asylum; and the Deaf and Dumb Asylum are all creditable to the city, and to its government and people.

The New York Society Library, in Broadway, has 35,000 volumes: the New York Historical Society has a library of 10,000 volumes, with numerous coins and medals; the Lyceum of Natural History has a library and museum; the National Academy of Design, containing the sculpture and statuary of the Academy of Fine Arts, has a collection of the paintings of living artists. Clinton Hall Association, for the promotion of literature, science, and the arts; the Mercantile Library Association, for the special benefit of merchants' clerks, with a library of about 23,000 volumes, and an annual course of lectures through the winter; the Apprentices' Library has 12,000 volumes, for the use of 1800 apprentices; the American Institute holds an annual fair, and distributes premiums; the New York Lyceum, with a library and reading-room.

The American Bible Society; the American Tract Society; the Home Missionary Society; the American Board of Commissioners; the American and Foreign Bible Society (Baptist); the Baptist Home Missionary Society, are among the many institutions which distinguish New York.

There are 168 places of worship in the city, viz : thirteen Dutch Reformed, two German Reformed, twenty-seven Episcopal, twenty-four Presbyterian, three Congregational, three Reformed Presbyterian, four Associate Reformed, three Associate churches, eighteen Baptist, one Welch Baptist, seventeen Methodist Episcopal, one Indian Methodist, three Associate Protestant Methodist, two Primitive Methodist, one Calvinistic Methodist, one German Methodist, three Lutheran, one Moravian, four Friends, three Universalists, two Unitarian, one Mariners, eleven Roman Catholic, seven Jews' Synagogues, two New Jerusalem, one Christian, one Providence Chapel, one Congregation of Disciples, one Congregation of Primitive Christians, one Mormon, or Latter-Day Saints, and nine African, viz., one Episcopal, two Baptist, two Presbyterian, and four Methodist.

The number of banks is about thirty, with an aggregate capital of about 30,000,000 dollars ; ten marine insurance companies, with a capital of 3,800,000 dollars ; twenty-two fire insurance companies, with a capital of 6,360,000 dollars. There are four banks for savings. There were, in 1840, in the city, 417 commercial houses, and 918 commission houses, engaged in foreign trade, with a capital of 45,911,200 dollars ; 3620 retail dry goods and other stores, with a capital of 14,618,595 dollars ; sixty-one lumber-yards, with a capital of 731,500 dollars ; four furnaces have a capital of 23,000 dollars ; machinery manufactured to the value of 1,150,000 dollars ; hardware and cutlery, 135,300 dollars ; precious metals, 932,766 dollars ; of various metals, 1,087,800 dollars ; eighteen cotton factories, and two dyeing and printing establishments, with a capital of 61,300 dollars ; one spermaceti oil and candle factory, capital 100,000 dollars ; eleven distilleries, and fifteen breweries, with a total capital of 575,076 dollars ; paints, drugs, &c., with a capital of 648,650 dollars ; three glass factories, and six glass-cutting establishments, with a capital of 53,000 dollars ; one paper factory ; seven sugar refineries, produced articles to the value of 385,000 dollars ; rope walks, capital 9800 dollars ; two grist mills, eight saw mills, capital 146,800 dollars ; cabinet furniture to the amount of 916,675 dollars. There were built 542 brick and stone, and fifty-nine wooden houses, to the value of 1,889,100 dollars ; 113 printing offices, forty-three binderies, ten daily, forty-five weekly, and five semi-weekly newspapers, and twenty-eight periodicals, employed 2029 persons, and a capital of 1,285,320 dollars. Total capital in manufactures, 11,228,894 dollars. There were four colleges, 430 students, 148 academies or grammar schools, 7207 scholars, 209 common and primary schools, 32,867 scholars.—*Official Returns, U.S. Gaz.*

The city has six theatres, two museums, and numerous other places of amusement. Four steam ferries ply from the city to Brooklyn, three to Williamsburg, two to Jersey City, and three to Hoboken.

The government of New York is administered by a mayor and common council. The city is divided into seventeen wards, each of which elects an alderman, an assistant alderman, two assessors, one collector, and two constables.

New York was settled in 1612 by the Dutch, and in 1623 they built a fort at the south point of the island, and in 1642 a Dutch church within the fort. In 1664 it was surrendered to the English. In 1688 the assessors' valuation of property in the whole city was 78,2314. The British had possession of the city during most of the revolutionary war. They evacuated it November, 25th, 1783, when the troops under General Washington entered it. The first congress met here in 1785 ; and here Washington was inaugurated as first President of the United States, April 30th, 1789. The yellow fever prevailed in 1795 and 1805 ; and the cholera in 1832, when 2467 persons died in July, and 2206 in August. On the night of December 16th, 1835, a dreadful fire swept over forty acres, covered with stores filled with valuable merchandise, and destroyed property to the amount of nearly 18,000,000 dollars. The burnt district has been entirely rebuilt with increased convenience and beauty.—*U.S. Gaz.—Various Returns and Accounts.*

Of the many and expensive public works undertaken and executed by the city authorities is the Croton water-works : a gigantic aqueduct commencing at the Croton river, five miles from the Hudson river. The dam is 250 feet long, seventy wide at bottom, and seven at top, and forty feet high, built of stone and cement. It elevates the water, so as to form a pond five miles long, covering 400 acres, and contains 500,000,000 gallons of water. From this dam the aqueduct is continued in some parts by tunnelling through solid rocks, and crossing valleys by embankments, and brooks by ducts,

to the Harlem river, a distance of thirty-three miles. "It is built of stone, brick, and cement, arched over and under, six feet nine inches wide at bottom, seven feet five inches at the top of the side-walls, and eight feet five inches high, has a descent of thirteen inches and a quarter per mile, and will discharge 60,000,000 of gallons in twenty-four hours. It will cross the Harlem river on a magnificent stone bridge, 1450 feet long, with fourteen piers, eight of eighty feet span, and seven of fifty feet span, 114 feet from high-tide water to the top, and which will cost more than 900,000 dollars. This bridge is in progress, and for the present the water is brought across the river in an iron pipe, laid as an inverted syphon. The receiving reservoir is at 86th street, thirty-eight miles from the Croton dam, and covers thirty-five acres, and contains 150,000,000 of gallons. The water is conveyed to the distributing reservoir on Murray's hill, 40th street, in iron pipes. It covers four acres, and is built of stone and cement, forty-three feet high above the street, and holds 20,000,000 of gallons. Thence the water is distributed over the city in iron pipes, laid so deep under ground as to be secure from frost. The whole cost of the work will be about 12,000,000 dollars. The water is of the finest kind of river water. No city in the world is now more plentifully supplied with pure and wholesome water than the city of New York; and the supply would be abundant, if the population were five times its present number."—*U. S. Gaz.*

BROOKLYN is situated on the west end of Long Island, opposite the lower part of the city of New York. Population, in 1810, 4402; in 1820, 7175; in 1830, 15,396; in 1840, 36,233. Employed in commerce, 1673; in manufactures and trades, 4666; navigating the ocean, 978; ditto canals and rivers, 302; learned professions and engineers, 307.—*Official Returns.* It is separated from New York by an arm of the sea, three-fourths of a mile wide, generally called the East river, which connects the bay of New York with Long Island sound. Brooklyn is regularly laid out. The streets, with the exception of Fulton-street, are generally straight, sixty feet wide, and cross each other at right angles. Some of the streets have a greater width. Fulton-street, the principal thoroughfare, though crooked, has been widened to an ample breadth; the old houses with which it was formerly lined near the ferry, have been replaced by rows of lofty brick buildings, and present an entrance to the city quite as imposing as any entrance to the city of New York. It is considered one of the best built cities in the United States. Its beautiful situation, good air, and excellent water, have made it a favourite place of residence to many who do business in New York, as it is nearer to the centre of trade, than residences in the upper parts of the city. The increase of population, from 1830 to 1840, was 20,917. Brooklyn is connected with New York by four steam ferries, on each of which several commodious boats continually ply. The time of crossing is generally from four to five minutes. Brooklyn is divided into nine wards, and is governed by a mayor and common council. It had, in 1840, thirty churches—seven Presbyterian, seven Episcopal, three Dutch Reformed, two Baptist, seven Methodist, two Roman Catholic, one Unitarian, and one Friends. It has three banks, with an aggregate capital of 1,000,000 dollars, besides a savings bank. There are three insurance companies, with a total capital of 452,000 dollars. The Lyceum, in Washington-street, is a handsome granite building, with a spacious lecture room. The library, with 3000 volumes, has a good reading room, open daily. The Hamilton Literary Association, composed of young men, is a useful institution.

There were, in 1840, five foreign commercial houses, capital 109,500 dollars; 154 retail stores, capital 353,000 dollars; several lumber yards, capital 40,000 dollars; products of the dairy, 197,000 dollars; machinery, 182,000 dollars; hats and caps, 102,000 dollars; one tannery, manufacture of leather, 162,600 dollars; five distilleries, one brewery, capital 357,000 dollars; paints, drugs, &c., capital 322,000 dollars; one glass house, employing 100 persons, capital 15,000 dollars; four rope walks, capital 65,000 dollars; three printing offices, one daily, two weekly, one semi-weekly newspapers. Capital in manufactures, 1,386,500 dollars. Nineteen academies, 1121 students, thirty-eight schools, 4683 scholars.—*Official Returns.* *U. S. Gaz.*

The United States Navy Yard, situated on Wallabout bay, covers forty acres of ground, inclosed by a brick wall on the land side, and contains two large ship houses, seven extensive timber sheds, built of brick, and several workshops, offices for the officers, and extensive storehouses. A dry dock will soon be constructed at this place. Connected with the Navy

Yard is the United States Naval Lyceum, a flourishing institution, which has a valuable library and museum. The Naval Hospital occupies a commanding eminence, half a mile east of the Navy Yard, and has a large building, surrounded by thirty-three acres of cultivated ground, inclosed by a brick wall. The Atlantic Dock Company are constructing a large basin, within Red Hook Point, which will contain forty-two and a half acres, and the outside pier of which will extend 3000 feet, fronting on Buttermilk channel, and the depth of which will accommodate the largest ships; the whole estimated to cost 624,527 dollars. This additional wharf room is rendered necessary by the crowded state of the docks at New York. At the foot of Brooklyn Heights, the finest water is obtained from wells and reservoirs for the supply of the shipping of New York harbour.—*U. S. Gaz.*

GOVERNOR'S ISLAND is situated in the harbour of New York, 3200 feet south of the Battery, and contains seventy acres of ground, belonging to the United States. Castle Williams, which stands on the north-west point of the island, is a round tower, 600 feet in circumference and sixty feet high, with three tiers of cannon; Fort Columbus, on the summit of the island, mounts 105 heavy cannon, and a battery on the south-west part, commanding the entrance through Buttermilk channel. There are extensive barracks, with houses for the officers, occupied by a small garrison.

STATEN ISLAND lies, at about four miles south-west of the city of New York. It is fourteen miles long, and from four to eight wide, and is divided into four townships. The surface towards the north is hilly, but more level to the south. Richmond hill is elevated 307 feet above the ocean, and the view from its summit is extensive and beautiful, commanding the city of New York, with its harbour, islands, and fortifications, Long Island, and the shores of New Jersey, together with the lower bay, and a wide expanse of the Atlantic, continually enlivened by numerous vessels and steamboats. Several steam ferry-boats are continually plying between the island and the city of New York; and the steamboats which ply to Newark stop at several landing places on its north side. Scale and shell-fish are taken on its shores.—*U. S. Gaz.*

LONG ISLAND is situated between the Atlantic on the south, and Long Island sound on the north, off the coast of Connecticut. It is divided into three counties, and its area is about 1500 square miles. A chain of hills runs from west to east, on the north of which the surface is somewhat hilly and broken; on the south it is level. The north shore is rather bold; on the south it is a beach of sand and gravel, inclosing bays, with various inlets, admitting vessels of sixty or seventy tons, and abounding with fine shell and other fish. At the east end is Gardiner's bay and island, and Montauk point, a bold promontory, on which is a lighthouse. The north shore has several lighthouses.

The census of 1840 shows, that the population of Long Island had increased nearly sixty per cent in ten years, or more than twice the average per cent increase of the whole state. The following has been the population of the island at each census taken during the present century:—

1800	42,365	1830	69,593
1810	44,752	1835	96,461
1820	56,978	1840	110,406
1825	58,705		

Increase in fifty years, 160 per cent.

PROGRESS OF Population in the several Counties of the Island.

YEARS.	King's.	Queen's.	Suffolk.	YEARS.	King's.	Queen's.	Suffolk.
1800	5,740	16,891	10,734	1830	20,527	22,276	26,780
1810	8,303	19,336	21,113	1835	32,057	25,130	28,374
1820	11,189	21,519	24,272	1840	47,613	30,324	32,469
1825	14,679	20,331	23,695				

The construction of the Long Island railroad will greatly increase the prosperity of the island. Its population now is greater than that of either of the states of Rhode Island, Delaware, or Arkansas.

LONG ISLAND SOUND is a large body of water extending the entire length of Long Island, and separates it from Connecticut. It communicates with the Atlantic on the east by a rapid strait, and west by the East river and New York bay. Its breadth is from two to twenty miles, and its length 110.

TRADE AND NAVIGATION OF THE PORT OF NEW YORK.

THE early trade of New York commenced with the first voyages of the Dutch to the River Hudson, and the settlement of *Beaver Wyth*, now Albany, in the year 1623, for the purpose of exchanging European wares for the skins of the beaver and of other wild animals. The Swedes and Fins, who had settled on some of the lands on the Hudson, became agriculturists; but the Dutch did little more than carry on trade and navigation. So tardy, however, were their voyages, that we are informed that they sailed from Holland in the beginning of the summer of one year, with a cargo of assorted European goods, to New Netherlands, and returned with furs, wood, &c., during the summer of the following year.

When Governor Stuyvesant surrendered to General Nicholl, *Nieuw Amstel*, now New York, consisted of several narrow streets lined with low houses. Smith, in his "History of New York," printed in 1757, says, "The city of New York consists of about 2500 buildings; it is a mile long, and about half a mile in breadth. No part of America is better supplied with markets, abounding with greater plenty and variety. We have beef, pork, mutton, poultry, butter, wild fowl, venison, fish, roots and herbs of all kinds in their seasons. Our oysters are a considerable article in the support of the poor; their beds are within sight of the town. A fleet of 200 small craft are seen there at a time, when the weather is mild in winter, and this single article is computed to be worth annually about 2000*l*. This city is the metropolis and great mart of the province, and, by its commodious situation commands also the trade of the western part of Connecticut, and that of East Jersey. No season prevents our ships from launching into the ocean. During the greatest severity of winter an equal, unrestrained activity runs through all ranks, orders, and employments. The inhabitants of the city of New York are a mixed people, but mostly descended from the original Dutch settlers." (The population in 1756 being about 13,500 souls, including about 2500 negroes.) "The city is divided into seven wards, and is under the government of a mayor, recorder, seven aldermen, and as many assistants and common councilmen. The mayor, sheriff, and coroner, are annually appointed by the governor; the recorder has a patent during pleasure. The annual revenue of the corporation is nearly 2000*l*." We have few statistical data as to the extent and value of the trade at this period. Comparing it with the population of the city and of the province, it certainly was, in its various branches, of great magnitude. The imports were, manufactures from England; tea to the value of 10,000*l*. per annum, by the East India Company; wines from Madeira and Portugal. The payments were made in dollars, received from the Spaniards in the West Indies, and in dyewoods, rum, sugars, and molasses, received in payment for provisions sold in those countries by the merchants of New York; and in furs, wood, &c., received in exchange for British and East and West Indian wares, and in flax seed; of which latter there were shipped for

Ireland, between the 9th of December, 1755, and the 23rd of February following, 12,528 hogsheads; during the year ending the 29th of September, 1756, 23 ships, 22 brigs, 45 brigantines, 31 sloops, and 11 schooners, entered; and 36 ships, 23 brigs, 58 brigantines, 150 sloops, and 14 schooners, sailed from the port of New York. Copper ore mined in New Jersey, and shipped from New York, was sold for 40*l.* per ton at Bristol: 6731 tons of provisions, chiefly flour, were exported, besides grain, enumerated by bushels, and not by tons. About 800 pipes of Madeira were imported annually, in payment for which Indian corn, flour, timber, and other articles sent to Portugal and Madeira. 2654 barrels of tar were brought from North Carolina were among the exports. Before 1756 about 80,000 barrels of flour from America were exported. (*See general view of the Trade and Navigation of America hereafter.*)

The extraordinary growth of New York, and the increase and prosperity of its navigation and trade are chiefly owing to its situation and its port, near the mouth of a magnificent navigable river, and to the great advantages of the communication which has been extended from the Hudson, by canals and by railroads, to the great lakes and rivers of the northern and western regions of America.

STATEMENT of the Number of Arrivals and Tonnage of Vessels at the Port of New York, from 1810 to 1840, inclusive; from Official Authority.

YEAR.	Arrivals.	Tonnage.	Increase of Tonnage since 1820.	YEAR.	Arrivals.	Tonnage.	Increase of Tonnage since 1820.	Number of British Ships.	Number of Passengers.
1810....	2341	274,943½		1826....	2964	402,340	56 62-100		
1811....	2028	240,010		1827....	2911	442,406½	72 18-100		
1812....	1795	191,301½		1828....	2656	412,337½	60 71-100		
1813....	1319	143,729½		1829....	2716	417,961½	62 66-100		
1814....	788	48,531½		1830....	1986	405,307	57 74-100	92	30,221
1815....	2120	291,072½		1831....	2080	427,601½	66 41-100	278	31,739
1816....	2224	331,076½		1832....	2202	492,310	91 6-10	369	48,989
1817....	2697	288,547½		1833....	2437	521,310	102 96-100	371	41,732
1818....	2273	297,196½		1834....	2427	535,197½	108 9-10	303	48,140
1819....	1675	266,840		1835....	2450	555,050	116 2-100	287	36,303
1820....	1917	256,951½		1836....	2719	647,322	151 92-100	567	60,341
1821....	2061	274,444	6 76-100	1837....	2508	629,06½	145 17-100	240	54,975
1822....	2242	319,040½	24 51-100	1838....	1962	559,484	117 74-100	347	25,531
1823....	2423	350,785	36 52-100	1839....	2573	655,927½	155 27-100	307	
1824....	2612	372,376	45	1840....	2479	618,186	140 58-100		
1825....	2778	420,814½	63 73-100						

In addition to these arrivals, which are from foreign and coastwise ports, there are about 1050 schooners, sloops, &c., employed in coasting inland, not included in the above, averaging about seventy-five tons, making 78,750 tons. These vessels are here probably every week during the season of navigation, and about seventy-five steamboats, which probably are here about every other day; tonnage, 30,760.

NUMBER of Foreign Arrivals, from 1830 to 1840.

Years.	Number.	Years.	Number.	Years.	Number.	Years.	Number.
1830.....	1510	1833.....	1926	1836.....	2292	1839.....	2159
1831.....	1634	1834.....	1932	1837.....	2071	1840.....	1933
1832.....	1808	1835.....	2043	1838.....	1790		

ARRIVALS at New York from Foreign Countries during the Year 1833.

NATIONS.	Ships.	Barks.	Brigs.	Schooners	Sloops.	TOTAL 1833.
	Number.	Number.	Number.	Number.	Number.	Number.
American	406	48	627	300	3	1384
English	28	56	181	102	4	371
French	12	2	13	2	..	29
Spanish	2	..	24	9	..	35
Dutch, Ha. Bre.	15	2	13	3	..	33
Belgian .....	..	..	..	..	..	..
Swedish	13	5	21	2	..	41
Norwegian .....	..	..	..	..	..	..
Danish	3	..	13	1	..	17
Austrian .....	..	..	3	..	..	3
Neapolitan .....	..	..	1	..	..	1
Sardinian .....	..	..	..	..	..	..
Mexican .....	..	..	..	1	..	1
Haytian .....	..	..	1	2	..	3
Russian .....	..	..	1	..	..	1
Prussian .....	..	..	3	..	..	3
Mecklenburg .....	..	..	..	..	..	..
Columbian .....	..	..	2	..	..	2
Brazilian .....	..	..	..	1	..	1
Italian .....	..	..	..	..	..	..
Portuguese .....	..	..	..	..	..	..
Total Ships in 1833	470	113	903	423	7	1925
Total Ships in 1834	497	180	740	366	1	1783

STATEMENT of Arrivals at the Port of New York from Foreign Countries in the Year 1841, prepared by Mr. Thorn, of the Revenue Department. Compared with the Navigation of 1840, there is an increase of ninety-one American Vessels, twenty-seven British, fifteen Swedish, four Dutch, three Danish, &c. Of French vessels there are eight less than in 1840.

NATIONS.	Number of Vessels.	NATIONS.	Number of Vessels.	NATIONS.	Number of Vessels.
American ships	452	Swedish schooners	1— 49	Norwegian brigs	3— 7
" barks	132	Sicilian ships	1	Columbian brigs	7
" brigs	631	" barks	1	" schooners	2— 9
" schooners	348—1563	" brigs	7	Neapolitan barks	1
British ships	16	" schooners	1— 10	" brigs	2— 3
" steamships	7	Dutch barks	2	Portuguese schooners ..	2— 2
" barks	39	" brigs	3	Prussian ships	1
" brigs	181	" gullboats	7	" barks	1
" schooners	91— 334	" schooners	3— 15	" brigs	5— 7
French ships	3	Hamburg ships	5	Genoese brigs	1— 1
" barks	7	" barks	7	Brazilian brigs	1— 1
" brigs	19— 29	" brigs	3— 15	Venezuelan brigs	3
Bremen ships	10	Danish ships	2	" schooners	2— 5
" barks	22	" barks	1	Haytian brigs	2— 2
" brigs	11	" brigs	8	Sardinian barks	1
" schooners	1— 44	" schooners	1— 12	" brigs	2— 3
Spanish schooners	2— 2	Austrian ships	1	Greek brigs	1— 1
Swedish ships	5	" barks	1	Italian brigs	1— 1
" barks	20	" brigs	1— 3		
" brigs	23	Norwegian barks	4	Total	2814

The whole number of passengers from foreign ports, in 1841, was 57,377.

Number of Coastwise Arrivals in 1840.—Ships, 157; barks, 29; brigs, 554; schooners, 2921; total, 3661; which, added to the *foreign*, 1953, makes a total for the year, of 5614; total number last year, 6487; decrease, 873.

In the above, there are no sloops included, which, if added to the many schooners from Philadelphia and Virginia, with wood and coal, which are never boarded, (owing to the remoteness of the points at which they come in,) would make the number much greater.

STATEMENT of the Number of Vessels and Passengers which arrived at the Port of New York from Foreign Countries, during the Year 1843, by Mr. Thorn, United States revenue boarding-officer :—

COUNTRIES.	Ships.	Barks.	Brigs.	Schooners.	Steamers.	Gallies.	Sloops.	TOTAL.
	number.	number.	number.	number.	number.	number.	number.	number.
American.....	402	153	515	288	1	0	3	1362
British.....	8	18	184	50	5	0	0	271
French.....	4	3	4	0	0	0	0	11
Bremen.....	16	23	0	3	0	0	0	53
Norwegian.....	0	5	6	1	0	0	0	12
Swedish.....	5	13	24	2	0	0	0	44
Sicilian.....	0	1	5	0	0	0	0	6
Hamburg.....	4	6	2	0	0	0	0	12
Danish.....	0	0	6	0	0	0	0	6
Russian.....	0	1	1	0	0	0	0	2
Dutch.....	0	0	0	0	0	0	0	4
Belgian.....	0	2	1	0	0	0	0	3
Columbian.....	0	1	2	0	0	0	0	3
Neapolitan.....	0	2	15	1	0	0	0	18
Prussian.....	0	0	0	1	0	0	0	1
Texas.....	0	0	0	1	0	0	0	1
Sardinian.....	0	0	2	0	0	0	0	2
Italian.....	0	1	1	0	0	0	0	2
Genoese.....	0	0	1	0	0	0	0	1
Venezuelan.....	0	0	2	0	0	0	0	2
Spanish.....	0	0	3	1	0	0	0	4
Hanoverian.....	0	1	2	0	0	1	0	4
Mexican.....	0	0	1	0	0	0	0	1
Total.....	439	232	780	355	6	8	3	1832

The number of passengers who arrived here in 1843, from foreign countries, was 46,302.

STATEMENT of Exports from the Port of New York, for the Year commencing January 1, 1843, and ending December 31, 1843, compared with the same time in 1842.

ARTICLES.	Quantities.		ARTICLES.	Quantities.	
	1843	1842		1843	1842
Apples.....barrels	15,016	8,361	Lard.....lbs	188,687	155,085
Ashea, pot.....do.	45,041	31,778	Lumber—		
—pearl.....do.	2,964	3,879	Shooks, hhd. and pipe.....number	23,079	26,535
Beef, pickled.....do.	56,048	24,195	Boards and plank.....M. feet	4,748	4,831
—dried.....cwt.	6,909	2,002	Staves and heading.....M.	3,239	4,155
Bees-wax.....do.	7,154	4,451	Hoops.....do.	1,000	859
Brandy.....pipes	10	10	Shingles.....M.	1,761	1,169
—half pipes	169	288	Nails.....casks	9,248	6,344
—qr. casks	123	113	Naval stores—		
Butter.....bushels	48,034	26,932	Rosin.....barrels	82,844	58,481
Candles, sperm.....boxes	11,856	11,384	Spirits of Turpentine.....do.	1,702	1,175
—tallow.....do.	23,326	9,234	Tar.....do.	35,374	27,465
Cassia.....mats and cases	28,947	25,752	Turpentine.....do.	202,029	188,206
Cheese.....casks	8,964	5,217	Oils—		
—boxes	62,112	20,698	Olive.....baskets and cases	1,208	962
Clover-seed.....tierces	1,561	4,312	Linseed.....gallon	14,300	14,800
Cochineal.....ceroons	118	675	Whale.....do.	2,567,916	2,445,806
Cocoa.....bags	13,071	6,532	Sperm.....do.	472,568	275,227
Coffee.....casks	32	250	Pepper.....bags	2,187	1,692
—barrels	234	531	Pimento.....do.	5,247	11,864
—bags	19,401	18,514	Pork.....barrels	48,963	78,847
Corn.....bushels	51,201	155,795	Rice.....tierces	28,100	19,207
Corn-meal.....bushels	6,084	6,814	Rum, foreign.....puncheons	568	1,200
—barrels	28,715	25,806	—American.....barrels	1,767	1,573
Cordage.....coils	2,550	1,725	Saltpetre.....bags	1,380	6,109
Cotton.....bales	164,354	169,214	Silks.....packages	659	972
Domestic cotton goods.....bales and cases	30,435	19,729	Soap.....boxes	33,060	24,810
Dye-woods—			Sugars—		
Logwood.....tons	7,014	6,927	White Havana.....do.	266	841
Fustic.....do.	1,281	1,718	Brown Havana.....do.	2,857	2,356
Nicaragua.....do.	196	409	Manilla, &c.....bags	5,511	11,864
Fish—			Muscovado.....bushels	343	1,115
Dry cod.....cwt.	40,559	38,041	Refined.....cwt.	9,066	18,643
Mackerel.....barrels	3,859	4,649	Teas—		
Herring.....do.	5,808	4,517	Souchong and other black.....packages	3,032	9,142
Flax-seed.....tierces	4,131	3,066	Hyson skin.....do.	793	8,808
Flour—			Hyson and Young Hyson.....do.	8,920	22,540
Wheat.....barrels	274,881	325,869	Gunpowder and Imperial.....do.	10,709	13,325
Rye.....do.	8,798	10,617	Tobacco, leaf.....bushels	6,771	7,701
Gin, foreign.....pipes	12	71	—ditto.....bales, cases, &c.	12,980	15,859
Gunpowder.....kegs	8,233	4,405	—manufactured.....kegs	11,709	11,702
Hams and bacon.....cwt.	5,235	5,627	Whalebone.....cwt.	14,521	11,018
Hides.....number	53,633	31,286	Wheat.....bushels	44,885	100,323
Hops.....bales	2,842	5,296	Whiskey.....barrels	70	1,150
Indigo.....cases	41	137	Wool.....bales	64	1,000
—ceroons	154	330			

IMPORTS into the Port of New York, for the Year ending the 20th of September.

	1843			1844		
	Free.	Dutiable.	TOTAL.	Free.	Dutiable.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Fourth quarter.....	2,700,821	3,574,731	6,275,552	2,050,484	7,071,622	10,032,106
First quarter.....	2,799,140	5,906,016	8,705,765	2,070,877	16,059,728	19,030,605
Second quarter.....	9,145,115	6,979,795	16,124,910	4,585,383	15,003,074	19,649,357
Third quarter.....	2,442,997	13,112,758	15,555,745	2,763,558	23,026,600	26,690,218
Total.....	17,094,072	29,573,900	46,667,972	11,470,302	63,921,084	75,092,286
Increase.....	.....	.....	.....	.....	31,348,084	28,424,314
Decrease.....	.....	.....	.....	5,623,770	.....	.....

The decrease in free goods is mostly in specie. The total increase in consumable goods is above 116 per cent, and the duties collected have been as follow :—

CUSTOMS Duties, Port of New York, 1843 and 1844.

Y E A R S.	Fourth Quarter.	First Quarter.	Second Quarter.	Third Quarter.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
1843.....	1,168,680	1,876,874	2,578,855	4,310,814	9,934,923
1844.....	2,534,103	5,537,023	5,478,588	7,829,546	21,379,720
Increase.....	1,365,483	3,660,149	2,899,733	3,519,132	11,444,797

EXPORTS from the Port of New York, for 1843 and 1844.

	1843			1844		
	Domestic Goods.	Foreign Goods.	TOTAL.	Domestic Goods.	Foreign Goods.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Fourth quarter.....	4,030,404	1,105,039	5,135,527	4,916,771	1,298,887	6,215,658
First quarter.....	3,875,246	715,507	4,570,793	6,383,089	829,876	7,214,925
Second quarter.....	4,758,386	1,470,378	6,228,764	8,201,635	1,612,474	9,904,109
Third quarter.....	4,268,205	2,119,816	6,388,111	8,000,000	3,000,000	11,000,000
Total.....	19,040,435	5,410,760	22,360,195	27,593,495	6,741,197	34,334,692

The exports from the port of New York form no index whatever to the export trade of the country; because the proportion of the whole export sent from this port is so small, and fluctuates to so great an extent. The imports, on the other hand, form very generally two-thirds of the whole amount brought into the United States. The drawback on imported goods has been as follows :—

DRAWBACK on Foreign Goods Re-exported from New York.

Y E A R S.	Fourth Quarter.	First Quarter.	Second Quarter.	Third Quarter.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
1843.....	138,006	112,137	183,021	165,477	599,041
1844.....	132,134	133,892	172,635	230,000	648,661

VALUE of Quarterly and Annual Imports into the Port of New York.

Y E A R S.	First Quarter.	Second Quarter.	Third Quarter.	Fourth Quarter.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
1832.....	16,637,878	11,347,018	10,976,241	6,807,601	46,768,988
1833.....	12,333,948	16,297,190	21,079,873	11,233,033	60,944,044
1834.....	20,036,918	20,578,745	20,276,804	15,384,198	76,875,376
1835.....	16,404,141	22,453,541	33,491,833	16,954,593	89,304,108
1836.....	26,756,312	27,937,882	30,059,430	18,139,870	118,886,194
1837.....	26,591,680	17,607,306	12,004,980	7,970,722	68,374,588
1838.....	16,883,561	21,915,547	21,689,530	17,026,091	77,214,269
1839.....	26,110,818	32,748,183	31,598,322	14,621,364	97,078,687
1840.....	16,040,786	10,647,872	17,854,920	11,402,346	56,854,924
1841.....	21,333,890	18,736,421	23,283,626	11,312,078	73,268,015
1842.....	20,687,030	17,784,086	9,722,287	6,281,532	52,415,555
1843.....	8,705,765	16,124,910	15,455,745	10,022,106	50,308,526
1844.....	10,030,605	19,649,357	20,690,218	.....	.....

NOTE.—The imports of the second and third quarter of 1844 have been larger, it appears, than in any year since 1839. These goods have been, added to the increased production of American manufacturers, greater than can find sale; and the dependence upon bank facilities to work them off, has increased the business of the institutions.

COMPARATIVE Statement of the Number of Cases of the principal Merchandise Exported from Havre to New York, in the Packet Ships, during the Years 1839, 1840, and 1841.

ARTICLES.	1839	1840	1841
Silks.....	16,778	10,054	16,424
Woolens.....	3,450	1,470	2,515
Silks and Woolens.....	1,876	2,837	3,381
Cotton.....	3,773	2,703	3,313
Silk and Cotton.....	1,578	935	1,449
Divers kinds.....	18,285	10,180	14,740
Total.....	45,740	28,225	41,822
Wines.....	37,290	22,278	35,879
Watches and jewellery.....	2,109,534	880,344	1,363,455

RATES of Commission adopted, and recommended for general adoption, and allowed by the New York Chamber of Commerce, when no agreement exists to the contrary.

ON FOREIGN BUSINESS.	per cent.	ON INLAND BUSINESS.	per cent.
Sale of merchandise.....	5	Sale of merchandise.....	2½
Sale or purchase of stocks.....	1	Purchase and shipment of merchandise, or accepting	2½
Sale or purchase of specie.....	½	for purchases, without funds or property in hand	2½
Purchase and shipment of merchandise with funds in		Sale or purchase of stock.....	1
hand; on the aggregate amount of costs and		Sale or purchase of specie.....	½
charges.....	2½	Sale or purchase of bills of exchange, without u-	
Drawing or endorsing bills in all cases.....	2½	dorsing.....	½
Vessels—selling or purchasing.....	2½	Sale or purchase of bank notes, or drafts, not current	½
Freight, procuring.....	5	Selling and endorsing bills of exchange.....	2½
Collecting freight or general average.....	2½	Vessels, selling or purchasing.....	2
Outfits or disbursements, with funds in hand.....	2½	Chartering, to proceed to other ports to load.....	2
Effecting marine insurance, in all cases, when the		Procuring or collecting freight.....	2
premium does not exceed 10 per cent on the		Outfits or disbursements.....	2½
amount insured.....	½	Collecting general average.....	2½
Effecting marine insurance, in all cases, when the		Effecting marine insurance, in all cases, when the	
premium exceeds 10 per cent, on the amount of		premium does not exceed 10 per cent on the	
premium.....	5	amount insured.....	½
Collecting dividends on stock.....	½	Effecting marine insurance, in all cases, when the	
Collecting delayed or litigated accounts.....	5	premium exceeds 10 per cent on the amount of	
Adjusting and collecting insurance losses.....	2½	premium.....	5
Receiving and paying monies, from which no other		Adjusting and collecting insurance losses.....	2½
commission is derived.....	1	Collecting dividends on stocks.....	½
Remittances in bills, in all cases.....	½	Collecting bills, and paying over the amount, or re-	
Landing and re-shipping goods from vessels, in dis-		ceiving and paying monies, from which no other	
tress—on the value.....	2½	commission is derived.....	1
Receiving and forwarding goods entered at the custom		Receiving and forwarding goods—on the value.....	½
house—on the value.....	1½	The same when entered for duty or drawback.....	1
And on responsibilities incurred.....	2½	Remittances in all cases, in bills.....	½

“The above commissions to be exclusive of the guarantee of debts for sales on credit, storage, brokerage, and every other charge actually incurred. The risk of loss by fire, unless insurance be ordered, and of robbery, theft, and other unavoidable occurrences, if the usual care be taken to secure the property, is in all cases to be borne by the proprietor of the goods. When bills are remitted for collection, and are returned ~~as protested~~, for non-acceptance or non-payment, the same commission to be charged as ~~1.760~~ ⁵⁸⁸ they were duly honoured. On consignments of merchandise, withdrawn or re-shipped, full commission to be charged to the extent of advances or responsibilities incurred, and half commission on the residue of the value.”

HOSPITAL MONEY.—The first section of, “An act to amend the Revised Statutes in relation to the Marine Hospital,” passed the 18th of April, 1843, is hereby amended, so as to read as follows:—From the master of every vessel from a foreign port, for himself, one dollar and fifty cents; and for every cabin passenger, two dollars; for each steerage passenger, fifty cents; and for each mate and sailor, fifty cents.

Sec. 2. Whenever the health commissioner shall collect and receive any money, under protest or notice on the part of the payer of an intention to contest the right of the state to such monies, it shall be his duty to pay the monies so received into the treasury of this state, making, at the same time, and delivering to the treasurer, a written statement

of the circumstances under which the same was received, and the objections made by the payer.

Sec. 3. It shall be the duty of the comptroller, whenever it is ascertained and established, by the judgment and decree of a competent court, that the monies so received into the treasury, under protest, have been illegally collected, and do not belong to the state, to draw his warrant on the treasurer for such monies, in favour of the party entitled thereto.

Sec. 4. The health commissioner who shall pay into the treasury of this state public monies collected by him under protest, shall be saved harmless against the consequences of any action brought against him for the recovery of monies so received and paid: Provided, That such health commissioner shall, within five days, give notice to the comptroller and attorney-general of any suit brought against him for the recovery of monies paid under protest, and shall submit the management of the suit to the attorney-general; and all costs and charges connected with the defence of said suit shall be paid from the treasury, in the same manner as if the suit was against the people of the state.

Sec. 5. The monies collected by the late commissioner, under protest, shall be paid into the treasury; and the two preceding sections shall apply to him and the monies thus paid into the treasury.

Sec. 6. Title one, of part one, of chapter fourteen, section twelve, of the Revised Statutes, is hereby amended, so as to read as follows:—The resident physician shall receive an annual salary of twelve hundred and fifty dollars, to be paid out of the monies appropriated to the use of the Marine Hospital.

Sec. 7. The health officer shall, annually, on or before the 1st of January, report to the comptroller, under oath, the receipts and expenditures of the Marine Hospital; together with all the receipts and perquisites of his office, and the items connected therewith.

MARINE INSURANCE.—MINIMUM PREMIUMS.

Adopted by the Board of Underwriters of New York, January 1st, 1840, furnished for the "Merchants' Magazine," by Walter R. Jones, Secretary to the Board.

Risks from Atlantic Ports to Europe.

	per cent.
On merchandise and freights, from an Atlantic port in the United States, to a port in Europe, clearing on and after the 1st of October, and before the 15th of March	1
Ditto ditto clearing on and after the 15th of March, and before the 1st of October	$\frac{3}{4}$
On specie, from an Atlantic port, to a port in Europe	$\frac{1}{2}$

Risks from Europe to Atlantic Ports.

On dry goods, hardware, and fancy goods, each package subject to separate average, if required, from Havre to an Atlantic port in the United States	1 $\frac{1}{2}$
On dry goods, from a port in the Mediterranean to ditto	1 $\frac{1}{2}$
Ditto, from a port in the United Kingdom of Great Britain to ditto	1 $\frac{1}{2}$
On hardware ditto ditto	2
On risks from ditto ditto free from particular average, unless it happen by stranding, and amount to five per cent	1
On risks from ditto ditto from particular average, unless it happen by stranding, and amount to five per cent, and also free from general average	$\frac{3}{4}$
On all other risks from Europe, to an Atlantic port in the United States, specie excepted..	1 $\frac{1}{2}$
On specie from Europe to an Atlantic port in the United States	$\frac{1}{2}$

Baltic Risks to and from Cuba and Atlantic Ports.

On risks from Atlantic ports in the United States to St. Petersburg	1 $\frac{1}{2}$
Ditto from Cuba to Gottenburg, and any ports between that port and St. Petersburg..	2 $\frac{1}{2}$
Ditto from St. Petersburg to the United States, sailing prior to August the 15th	1 $\frac{1}{2}$
Ditto ditto ditto sailing on and after the 15th of August, and prior to the 15th of September	2
Ditto ditto ditto sailing on and after the 15th of September, and prior to the 1st of October	3
Ditto ditto ditto sailing on and after the 1st of October, and prior to the 15th of October	4
Ditto ditto ditto sailing on and after the 15th of October.	6

European Risks, to and from American Gulf Ports in the United States.

	per cent.
On risks from Europe to an American port in the Gulf of Mexico	2
Ditto ditto, free from particular average, unless it happen by stranding, and amount to five per cent, and also free from general average	1½
On merchandise and freights, from Mobile, New Orleans, Pensacola, Apalachicola, St. Mark's, and St. Joseph's to a port in Europe, clearing on and after the 1st of October, and before the 15th of March	1½
Ditto ditto, clearing on and after the 15th of March, and before the 1st of October.	1½
On Cotton, from Columbus and places below, to Apalachicola and St. Joseph's, and thence to Europe	4
Gulf risks, if clearing from the United States, after the 15th of July, and before the 15th of October, an addition of	½
For stopping at another port in the United States, on the passage to or from a port in Europe, an additional premium of	½

Coastwise and River Risks north of Florida.

On cargo, from New York to Darien, and other places not above Macon	1½
Ditto, vice versa, less ½ on such part as does not come in boxes and flats	2
Ditto, ditto to Cheraw	1½
Ditto, ditto to Augusta or Fayetteville	1
Ditto, vice versa, less ½ on such part as does not come in boxes and flats	1½
If on deck the sea passage, an additional premium of	¼
On cargo, from Augusta to Savannah, or vice versa, river risk	½
On rice, from Savannah, Charlestown, Georgetown, Darien, or Wilmington, to a northern port	1
On other risks, ditto, ditto, ditto,	½
On risks, from northern ports to ditto, ditto, ditto, except specie	½
On specie, either way	½
On risks, to or from the Delaware, if clearing on and after the 1st of December, and prior to the 9th of March	1
Ditto, ditto, if clearing on and after the 9th of March, and prior to the 1st of Dec..	½
Ditto, to or from Norfolk and Portsmouth, or vice versa	½
Ditto, to other places within the Capes of the Chesapeake, if clearing on and after the 1st of December, and prior to the 9th of March	¾
Ditto, ditto, if clearing on and after the 9th of March, and prior to the 1st of Dec..	½
Ditto, to or from ports north and east of Cape Cod	½
	vice versa, ¾

Coastwise Risks to and from Ports west of Florida.

From a northern port to Key West, and at any other place west of that port, and not west of New Orleans, by ships and brigs, against total loss only, or with average	2
Ditto, ditto, by schooners and sloops	2½
On freights and merchandise from New Orleans and Mobile, to a northern port in the United States, excepting on sugar, molasses, and tobacco	1½
On sugar, molasses, tobacco, and other articles liable to damage	1½
On sugar and molasses, from a plantation above or below New Orleans to ditto	1½
On risks from Key West, and places between that port and Pensacola, inclusive, to ditto..	1½
Specie out, by ships and brigs, 1 per cent; back, by ditto	¾
Ditto, by sloops and schooners, 1½ per cent; back by ditto	1
On risks from a northern port to Franklin, and other places in the vicinity	2½
	vice versa, 2
Specie, either way	1
Specie risks to be charged ¼ per cent additional premium by vessels clearing on and after the 15th of July, and before the 15th of October, and other risks ½ per cent in addition to the above rates, except New Orleans.	

River Risks west of Florida.

From Apalachicola and St. Joseph's to Columbus, or to any place on the river below Columbus	3
	vice versa, 2½
From Mobile to places not above Claiborne	½
	vice versa, ½
From Mobile to places above Claiborne	1
	vice versa, ¾

	per cent.
From New Orleans to places in the vicinity below New Orleans	$\frac{1}{2}$
Ditto ditto, on the Mississippi not above Natchez	$\frac{1}{2}$
Ditto ditto ditto, above Natchez and not above Randolph, or to places on the Red River not above Alexandria, or to places on the Black River not above Harrisonburg, or to places on the Arkansas river not above Arkansas	1
Ditto ditto, on the Mississippi river above Randolph and not above Alton, or to places on the Ohio river, or to places on the Red river above Alexandria and not above Natchitoches, or to places on the Tennessee river not above Florence	$1\frac{1}{2}$
Ditto ditto, on the Arkansas river above Arkansas, and not above Little Rock	2
From New Orleans to places above Alton, and to places on the Wabash and Illinois rivers	2
Ditto ditto, to Huntsville, and places on the Tennessee river above the Muscle Shoals	2
Ditto ditto, to places on the Arkansas river above Little Rock, and to places on the Red river above Natchitoches	4
On risks from Natchez, and places below it, to New Orleans	$\frac{1}{2}$
Ditto from places above Natchez, and not above Randolph, to New Orleans	$\frac{1}{2}$
Ditto above Randolph and not above Alton on the Mississippi, and not above Portsmouth on the Ohio river to New Orleans	1
Ditto above Portsmouth on the Ohio river, or above Alton on the Mississippi river, or from places on the Missouri river	$1\frac{1}{2}$ to 4
All the above premiums are to be in addition to the premiums for the sea passages, in case the risks are united.	

Foreign Ports in the Gulf of Mexico.

On risks from northern ports in the United States to Vera Cruz, quicksilver excepted. . .	$2\frac{1}{2}$
Ditto ditto ditto ditto ditto, on quicksilver	$2\frac{1}{2}$
	vice versa on goods, $1\frac{1}{2}$
	ditto on specie, $1\frac{1}{2}$
On risks from Tampico and other foreign ports in the Gulf of Mexico, to a northern port in the United States, on merchandise	2
	vice versa, $2\frac{1}{2}$
Ditto ditto ditto ditto ditto ditto, on specie,	$1\frac{1}{2}$
On risks clearing on and after the 10th of July, and prior to the 15th of October, an additional premium of $\frac{1}{4}$ per cent on specie, and $\frac{1}{2}$ per cent on other risks.	

West India Risks, and Risks to Ports on the Main.

On risks from ports in the United States to Curacao, and to all West India ports not to leeward of Porto Rico	$1\frac{1}{2}$
	vice versa, $1\frac{1}{2}$
On specie, either way	$1\frac{1}{2}$
On risks from ports in the United States to ports to leeward of Porto Rico, including Jamaica, Cuba, and ports on the Main, north and west of and including Lagaira	$1\frac{1}{2}$
	vice versa, $1\frac{1}{2}$
If from Havana or Matanzas, with special averages, less than the whole shipment, an additional premium of	$\frac{1}{2}$
	on specie, $\frac{1}{2}$
On risks clearing after the 10th of July for or from the West India islands, on and after the 15th of July, and prior to the 5th of October, an additional premium is to be charged of $\frac{1}{4}$ per cent on specie, and $\frac{1}{2}$ per cent on other risks.	

South American Risks.

On risks from northern ports in the United States to Rio Grande or Buenos Ayres.	2
	vice versa, 2
Ditto ditto to Montevideo	$1\frac{1}{2}$
	vice versa, $1\frac{1}{2}$
Ditto ditto to other ports in Brazil	$1\frac{1}{2}$
	vice versa, $1\frac{1}{2}$

Cape Horn and Cape of Good Hope Risks.

On risks to a port beyond the Cape of Good Hope	$1\frac{1}{2}$
Ditto ditto, with liberty of one or more ports, an addition, outward, of	$\frac{1}{2}$
	homeward, $\frac{1}{4}$
	out and home, double rates.
On risks to a port round Cape Horn, if not north of Lima	2
Ditto ditto, if north of Lima	$2\frac{1}{2}$
	out and home, double rates.

On risks on the return passages, the same premiums, except specie, $\frac{1}{2}$ per cent less than other merchandise from round Cape Horn.

On risks (excepting whaling risks) to ports round the Cape of Good Hope, 4 per cent per annum. If to ports round Cape Horn, 4 per cent per annum. If north of Lima, 5 per cent per annum.

All renewals or extensions to be charged at not less than the new rates.

All risks on deck, treble the under deck premiums.

Risks on cargo by vessels bound round Cape Horn not to be insured in series of less than twenty packages of dry goods, and each description of other goods.

In policies covering two passages, or on out and home risks, the premiums for both the single passages are to be united.

Specie by vessels of war not included in the aforesaid rates.

Particular Averages.

Cotton to be classed in parcels of not less than ten bales each, according to the succession of the marks and numbers in the invoice, and the average shall be allowed on each parcel exclusively, if amounting to five per cent on each parcel, and not otherwise. The excesses over the parcels of ten bales each to form a separate class, and to be subject to average, if damaged, to the extent of five per cent on ten bales.

Sugar, not less than fifty boxes, or twenty hogsheads, of successive numbers, as above, if amounting to seven per cent.

Coffee, not less than one hundred bags, if amounting to ten per cent, or twenty hogsheads or fifty barrels, if amounting to five per cent, of successive numbers, as above, or five per cent on the whole shipment, provided the whole shipment be not less than two hundred bags.

Rice, not less than fifty tierces, of successive numbers, as above.

Tobacco, subject to ten per cent, average, in lots of not less than ten hogsheads, ditto. "

Tobacco stems, not to be insured, subject to a less average than twenty per cent on the entire lot.

Cigars and Indian meal, not to be insured subject to a less average than ten per cent on the entire lot.

Russia duck, diapers, burlaps, and ticklenburgs, if from Europe, ten per cent on the entire lot, and average ten per cent.

Grain, coastwise, ditto, ten per cent.

On Cargo to Marseilles.

Sugar, coffee, rice, cocoa, pepper, and pimento, warranted free from particular average, if the property is discharged at the port of Marseilles.

Voyages beyond the Cape of Good Hope.

Silks and other dry goods to be classed in parcels of not less than ten packages each, according to the succession of the marks and numbers in the invoice; and each kind of teas to be considered as one class, and to be subject to average, as if separately insured, on such of the classes as may amount to five per cent, and not otherwise.

Cassia (except in boxes) and floor matting, if insured separately from other cargo, to be free of average under twenty per cent on the entire lot.

Warranted free from loss or expense by capture, seizure, or detention by the Chinese, and also free from loss by blockade; but if turned off, the ship to proceed to a near open port.

General Regulations.

If goods are designated by different marks, without being numbered successively, and the average of the marks do not fall below the quantity on which partial loss is allowed as above, each mark may be separately insured.

Policies terminating outwards, with a return premium—and policies with a return premium, for ports not used—and policies on time—to have the words added after the return of premium—"no loss being claimed."

In policies on time, with liberty to extend the same—such extension to be for a definite time, instead of stipulating to bring the vessel into port under the original agreement. A return premium, however, to be allowed for each entire month of the extended time not used—no loss being claimed.

No conditional liberties shall be stipulated for, unless the premium thereon is paid or secured at the time the risk is taken.

No fire risk on shore to be taken prior to the inception of the marine risk, except at a premium of one-half per cent

Damaged goods to be sold on the same credit as the sound; or if sold for cash, the appraisal of sound value to be for cash, and certificates of the sound value and of damages to be under oath.

In cases of total loss, affidavits to be required as to other insurances, and in cases of claims for returns of premiums exceeding the sum of twenty dollars, an affidavit to be required stating the fact on which the claim is founded.

No damage to be allowed for goods injured by spots, without evidence of actual contact with sea water.

RATES of Premiums on Lake Risks.

DESTINATION.	BY STEAMBOATS.			BY SAILING VESSELS.		
	From the commencement of the season, and prior to the 1st of Sept.	From the 1st of Sept., inclusive, to the 1st of October.	From the 1st of October, inclusive, to the end of the season.	From the commencement of the season, to the 31st of Aug., inclus.	All risks, leaving in the month of Sept.	From the 1st of October, inclusive, to the end of the season.
	per cent.	per cent.	per cent.	per cent.	per cent.	per cent.
From Buffalo, to places on Lake Erie, not west of Cleveland	$\frac{2}{3}$	$\frac{1}{2}$	$\frac{2}{3}$	$\frac{2}{3}$	$\frac{2}{3}$	1
Ditto, ditto, not west of Detroit	$\frac{2}{3}$	$\frac{1}{2}$	$\frac{2}{3}$	$\frac{2}{3}$	1	1
Ditto, to places beyond Detroit, and not south of the south end of Green Bay	1	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	2
Ditto, to Chicago	$1\frac{1}{2}$	$1\frac{1}{2}$	2	2	$2\frac{1}{2}$	3
Ditto, to other places on Lake Michigan south of Green Bay	2	$2\frac{1}{2}$	3	$2\frac{1}{2}$	3	$3\frac{1}{2}$

Goods on deck not covered by the policy unless an additional premium thereon is paid.

If the risks commence at New York, one-quarter per cent to be added to the above rates.

If they go *via* Lake Ontario, one-half per cent to be added to the above rates.

The above dates to be calculated from leaving the shipping port on the lakes.

Seven days to be allowed from the day of leaving New York, to reach the shipping place on the lake.

INLAND RISKS.

	From opening to 1st of Sept.
From New York to Providence	$\frac{1}{4}$
" Boston } per steam, $\frac{1}{4}$	$\frac{1}{4}$
" New Haven	$\frac{1}{4}$
" places on the North River, above the Highlands	$\frac{1}{4}$
" Buffalo, <i>via</i> Erie Canal	$\frac{1}{4}$
" Philadelphia	$\frac{1}{4}$
" Pittsburg	$\frac{1}{2}$
" Wheeling	$\frac{1}{2}$
" Cincinnati	1
" Louisville	$1\frac{1}{2}$
" Memphis	$1\frac{1}{2}$
" Vicksburg	$1\frac{1}{2}$
" Natchez	2
" New Orleans	$2\frac{1}{2}$
" St. Louis	$1\frac{3}{4}$
" Galena, <i>via</i> Pittsburg	$2\frac{1}{2}$
" Terra Haute, on the Wabash	$1\frac{3}{4}$
" Peoria, on the Illinois	2
" Tusculum	$1\frac{1}{2}$
" places over the Muscle Shoals	$2\frac{1}{2}$
From Pittsburg to Galena	2
" St. Louis to Independence, Mo.	$1\frac{1}{2}$
" New York ditto <i>via</i> Pittsburg	$3\frac{1}{2}$

PILOTAGE.—For the Port of New York there are nine branch, and nine deputy pilots, and as many registered boats.

According to the law regulating the pilotage of the port—

Section 2.—All pilots' bills shall be certified, before collected, by one of more of the said commissioners or their secretary, except where a pilot receives his pilotage outward-bound from

the master of the vessel at Sandy Hook, in which case the pilot shall report to the said commissioners according to law.

4.—The said commissioners shall fix and determine the compensation of pilotage to be received by the pilots; 1st, for piloting vessels from the quarantine to New York; 2dly, for transporting a vessel from one river to the other; 3dly, for hauling a vessel into the stream from the wharf to her anchorage, or from her anchorage to a wharf.

5.—The pilotage on vessels outward shall be as follows:—for every vessel drawing less than fourteen feet water, one dollar and fifty cents per foot; for every vessel drawing fourteen feet and less than eighteen feet, one dollar and seventy-five cents per foot; for every vessel drawing eighteen feet and upwards, two dollars and twenty-five cents per foot; and on foreign merchant vessels, not entitled by the laws of the United States to enter on the same terms as ships or vessels of the United States, shall be increased by adding one-fourth to the above rates.

Inward.—For piloting any merchant vessel bound to New York, and not exempted from pilotage by virtue of this act, from the southward or eastward of the white buoy on the eastern edge of the outer middle near the bar to her anchorage, moorings, or to a wharf, for every vessel drawing less than fourteen feet of water, two dollars per foot; drawing fourteen feet and less than eighteen feet, two dollars and fifty cents per foot; drawing eighteen feet and upwards, three dollars per foot.

Fees.—For piloting between the eastward or southward of the white buoy, and the ports of Jersey city, Newark, Perth, Amboy, or within Sandy Hook—

	per foot—dollars. cts.	
Vessels drawing less than fourteen feet	2	00
Ditto between fourteen and eighteen feet	2	50
Ditto more than eighteen feet	3	00
Vessels of war	5	00
Vessels foreign, not entering as United States vessels, one-fourth addition.		
Ditto taken charge of to the westward of the white buoy, half pilotage.		

Between the 1st days of November and April, in addition to the above, for vessels drawing ten feet and upwards, four dollars; less than ten feet, two dollars; and one-half of these additional sums for half pilotage. Commissioners' fees not charged.

Hell Gate Pilots.

	per foot—dollars. cts.	
<i>Fees</i> .—From or to Sand's Point, for schooners or sloops	1	50
Ditto ditto square-rigged vessels	1	75
From or to Hell Gate, for schooners or sloops	1	00
Ditto ditto square-rigged vessels	1	25
From the 1st day of November to the 1st day of April, in addition to the above, for every ship, bark, or brig	2	00
Ditto ditto schooner or sloop	1	00

AUCTIONS, SALES, AND COMMISSIONS.

AUCTIONS.—The system of sales by auction is common in New York and other commercial towns in the United States; and in most cases where the law interposes between the owner of property and the purchaser, it directs the sales to be made at public auction. The object is the protection of him whose property has been taken to satisfy the demands of his creditors. "Although public sales have thus been, from time immemorial, adopted and sanctioned by legislators and judges, yet," observes a writer on the question of the auction system of New York in *Hunt's Merchants' Magazine*, "as a system, public auctions for the extensive sale of imported goods have not found favour with the great mass of importers and jobbing merchants in this and other cities. The appointment of auctioneers has an early date in the history of the country, and laws have, from time to time, been passed, regulating the manner in which they should conduct their business, and fixing the amount of duties which they should pay to the government. The law of 1817, however, in the state of New York, created a new era in the history of auctions; and the appropriation afterwards, by the new constitution, of the duties to the payment of the state debts, gave character and permanency to the system. For many years after that, however, a fierce warfare was carried on between the importing and jobbing merchants and the auctioneers.

"Strong applications were, in consequence, made to the state legislature to repeal or alter the auction laws, but the state was reaping too great a harvest from the auction duties, and the solemn appropriation of the revenue from this source afforded good grounds for not interfering.

"In the year 1829, the committee of the state senate, to whom the subject was referred, say in their report, that 'they assume it as a principle which, under existing circumstances, can hardly be questioned, that the revenue derived from sales by auction is too important in itself, and in

its present destination too sacred, to be lightly given up.' But it was said, that the auction system promoted the interests of non-residents at the expense of the resident merchant; and to this the committee of the assembly in the same year say,—that they beg leave to submit, whether non-resident consignors do not pay as great a tax as resident merchants. An agent receives 50,000 dollars of goods on consignment, and sells at auction—if beyond the Cape of Good Hope, the duties are 500 dollars; from the West Indies or Europe, 750 dollars; and if spirits, 1000 dollars. The committee proceed to say, that if the system were abolished, 'the state revenue would be the only loser, and the jobbing merchants the only gainers, by the change. It then rests with the legislature to decide, whether they will stand with folded arms and suffer a revenue of 257,000 dollars per annum to be wrested from them, without using every exertion in their power to preserve it.'

"The state legislature having been hostile to any change of the system, urgent memorials were addressed to Congress, praying that a heavy duty might be imposed, which would amount to a prohibition. Such memorials were addressed in 1817, 1818, 1819, 1820, 1821, 1824, 1828, 1829, 1831. Resolutions were adopted at the meetings of a denunciatory character. At the meeting in 1829, it was resolved, that the auction system furnished facilities for concealment, encouraged smuggling, and induced perjury.

"A committee of auctioneers replied in an address to members of Congress, in which they say, that the profits of their business are insignificant when compared with the value of reputation, and they deny that the system leads to fraud and perjury; and they add, 'For ourselves, we most solemnly declare, that we are not aware of any circumstances connected with the auction business which renders its pursuit incompatible with honest pride and vigorous integrity. We consider that the times and circumstances have passed away in which the character of an auctioneer was justly the theme of ridicule to the writers of farces. It is not now his business to extol a pretended original, or a counterfeit gem, but he finds himself engaged in a profession which requires character and skill; and he is surrounded by the evidences that, with these aids, every post of honour, and every grade of social life, is within his reach.'

"In all anti-auction meetings strong grounds were taken, and it was insisted that the influence of the auction system was bad upon morals, and would also act most injuriously upon the growth and prosperity of the city of New York. We think upon the subject, that it would be no difficult matter to combat and refute most of the arguments used on these occasions.

"We close this article with an extract from a letter from Abraham G. Thompson, Esq., of this city, New York—the man to whom the auction system is, no doubt, greatly indebted, and who has lived to see the end of the war, and to enjoy the abundant fruits of his energy and industry. The letter was addressed by Mr. Thompson, some few years since, to his fellow-citizens, and was printed for private circulation.

"I had repeated interviews with the governor on the subject of auctions, and the final result was, the preparation of a law, under my supervision, which was afterwards passed, reducing and fixing the rates at a duty of one per cent on East India, and one and a half per cent on European goods. In a conversation with the governor, I told him, that if such a reduction should take place, I would pay the first year, myself, 6000 dollars, in advance, for the duties on sales of India goods alone (being more than for any two years since 1783). The result justified my calculations. Previous to the passage of the act of 1817, the duties were one per cent, two per cent, and three per cent, and the revenue to the state was small compared with after years. Soon after the passage of the bill in 1817, a Boston ship from the East Indies was sent to New York (all previous cargoes having been sold in Boston), the auction duties on the cargo of which amounted to upwards of 6000 dollars, and the revenue to the state the first year, upon India goods, amounted to between 32,000 and 33,000 dollars. All the India vessels afterwards were sent here, and from that time to this, but one attempt has been made to sell a cargo of India goods east of New York, and that was a failure. The revenue from auction duties gradually increased, until it has amounted to between 200,000 and 300,000 dollars per annum, a revenue which has aided materially the state of New York in her payment of the canal debt, and a revenue which grew out of a business which drew merchants or purchasers from all parts of our widely-extended country, which tended directly to enhance the value of houses, stores, and lots—multiply the business of the shipper, importer, and jobber; and which has filled our city with palaces, and made our merchants princes.

"In 1817, and after the passage of this law, as business begets business, also was commenced the first regular packet line between New York and Liverpool, by Isaac Wright and Francis Thompson. To this cause the success of New York was ascribed, and packet lines were established from Boston and from Philadelphia, but in neither instance were they successful. The truth was, that both in Boston and Philadelphia, the free and absolute sale of goods by auction was not encouraged. (It did not appear to be understood.)

"In Philadelphia, goods were allowed to be offered, and withdrawn, free from state duty, and the purchaser went to auction rooms of that city with no certainty of making his purchases. He was not certain that the goods would be sold to the highest bidder.

"In my opinion, the auction law of 1817 gave the first impulse to the extensive trade of this

city, and followed, as it was afterwards, by the establishment of lines of packets, and the construction of the Erie canal in 1825, together with all the natural advantages of New York, it was eminently successful and advantageous."

AUCTION LAW.—The following analysis of this law, comprehends all that is necessary for the information of the sellers and buyers of goods at auctions.

Any citizen of the state of New York may become an auctioneer, in the county in which he resides, on executing and depositing with the comptroller an approved bond in the penalty of ten thousand dollars, with sureties for the payment of the auction duties and the faithful performance of the duties of his office. The bond runs to the people of the state, and the sureties must be two sufficient freeholders; if the bond be executed by an auctioneer appointed in a city, it must be taken and approved by the mayor, or recorder of such city; if executed by an auctioneer appointed for a county, by any judge of the county courts of such county. The officer taking the bond, must endorse upon it a certificate of his approbation, and of the day it was taken, and deliver it thus endorsed to the auctioneer, who within ten days thereafter must pass it to the comptroller. Every officer taking such bond, must transmit a notice to the comptroller without delay, stating the name of the auctioneer and his sureties entering into the bond, and the day it was executed and approved.

An express clause is inserted in the bond, subjecting the same to forfeiture, in case the obligor shall not render a true and accurate account quarterly of all goods sold or struck off by him, dated on the first days of April, July, October, and January, in the year for which he is appointed. Each account must state minutely and particularly—

1st. The sums for which any goods or effects were sold at every auction held by him, or in his behalf, from the time of his entering into such bond, or the date of his last quarterly account.

2d. The days of sale, amount of each day's sale, designating sales made by himself or in his presence, and those made in his absence by a partner or clerk acting in his behalf, and specifying the causes of such absence.

3d. The amount of all private sales made by himself or any of his partners, on commission, and the days of such sales.

4th. The amount of duties chargeable under the provisions of law, in all the sales, public and private, mentioned in the account.

5th. A distinct statement of all goods struck off, but not actually sold. On all goods so struck off, the auction duties must be paid.

Every such account, within twenty days after its date, must be exhibited, if made out by an auctioneer appointed in a city, to the mayor or recorder thereof; if by an auctioneer appointed for a county, to any judge of the county courts of such county. The account must be sworn to by the auctioneer; the oath must be reduced to writing, endorsed on the account, and be subscribed by the auctioneer taking it. Every partner of such auctioneer, and every clerk or other person whatever, in any way connected in business with such auctioneer, who shall have made any sale contained in said account, must make and subscribe an oath to be endorsed on the account, that he believes it to be a just and true account in every particular.

Every partner or clerk, who shall have made any sale in behalf of an auctioneer, must, in the account rendered by such auctioneer, set his name, or the initials thereof, opposite to each sale made by him, mentioned in such account; and make and subscribe an affidavit to be annexed to such account, stating that sales so noted are all the sales liable to auction duties, public or private, made by him within the time mentioned in the account, and that the account of such sales, so therein stated, is just and true; that such sales were made by him, in the absence of such auctioneer, who was unable to attend from the causes specified in his account; and that in all acts performed by him, in behalf of such auctioneer, during the time aforesaid, he had endeavoured to conform to the intent and meaning of the laws regulating sales by auctioneers.

The auctioneer must pay the duties accrued on the sales mentioned in his account, together with the additional sum of two and one-half per cent on the whole amount of such duties, within ten days after the exhibition of his account, for the use of the state; and immediately after such payment, he must deliver or transmit his account, with the affidavits endorsed thereon, and annexed thereto, to the comptroller, to be filed in his office. Every such payment, if by an auctioneer appointed for any other place than the city of New York, must be made to the treasurer of the state; and by every auctioneer in the city of New York, to such bank in the city, as shall be designated by the comptroller, as entitled to the state deposits by law; and the receipt of the proper officer of the bank must be taken therefore; which receipt, the auctioneer must immediately transmit to the comptroller, who shall certify thereupon, such payment to the treasurer, and charge him with the amount.

Every auctioneer, who within the period limited for his accounting, shall have made no sales, public or private, of property liable to auction duties, must make and subscribe an affidavit of

those facts, before any officer to whom his account, had such sales been made by him, might have been exhibited, and must transmit a copy of such affidavit, certified by the officer taking it, to the comptroller within the same time that an account is required to be rendered. Every auctioneer, partner, or clerk of an auctioneer, and every person whatever in any way connected in business with an auctioneer, who shall refuse or neglect to perform any act or duty, which are required by any of the provisions above recited, commencing with the requisition that he shall make out his quarterly account on the first days of April, July, &c., is subject to a penalty. And every such refusal or neglect by an auctioneer, shall be certified and published by the comptroller, in the state paper; and from the time of publication, the delinquent auctioneer therein named, shall be deemed to have forfeited his appointment, and shall be incapable of doing any act by virtue thereof.

All goods, wares, and merchandise, and every other species of property, with the exceptions hereinafter mentioned, are subject each and every time they are struck off at public auction, within this state, to duties at the following rates:—

1. All wines and ardent spirits, foreign or domestic, at the rate of two dollars in every 100 dollars.

2. All goods, wares, merchandise, and effects imported from any place beyond the Cape of Good Hope, and sold in packages, bales, trunks, or casks, as imported, at the rate of one dollar on every 100 dollars.

3. All other goods, wares, merchandise, and effects, at the rate of one dollar and fifty cents on every 100 dollars. The duties are calculated on the sums for which the goods so exposed to sale shall be respectively struck off, and must in all cases be paid by the person making the sale.

All goods must be struck off to the highest bidder, and where the auctioneer or owner, or any person employed by them or either of them, shall be such bidder, they shall be subject to the same duties as if struck off to any other person; but this does not render valid any sale, that would otherwise be fraudulent and void. All articles except those to be hereafter mentioned, sold on commission, by an auctioneer or clerk of an auctioneer, or by a person in any way connected in the auction business, or in auction sales with an auctioneer, whether at auction or private sale, are liable to the duties before enumerated.

No auction duties are payable upon the following goods and articles: ships and vessels; utensils of husbandry, horses, neat cattle, hogs, and sheep; articles of the growth, produce, or manufacture of this state, except distilled spirits; all fabrics of cotton, wool, hemp, and flax, manufactured within the jurisdiction of the United States; goods and chattels, otherwise liable to the auction duties, are exempt therefrom, if sold under the following circumstances:—

1st. If they belong to the United States or to this state.

2d. If sold under any judgment or decree of any court of law or equity, or under a seizure by any public officer, for or on account of any forfeiture or penalty, or under a distress for rent.

3d. If they belong to the estate of a deceased person, and be sold by his executors or administrators, or by any other person duly authorised by a surrogate.

4th. If they are the effects of a bankrupt or insolvent, and be sold by his assignees appointed pursuant to law, or by a general assignment for the benefit of all the creditors of such bankrupt or insolvent.

5th. If they are goods damaged at sea, and be sold within twenty days after they shall have been landed, for the benefit of the owners or insurers.

All sales at public auction in the city of New York, not under the authority of the United States, and all such sales in other parts of the state, where duties are payable on the effects to be sold, must be made by an auctioneer who shall have given the security required, as was hereinbefore mentioned, or by a co-partner or clerk of an auctioneer duly authorised under the provisions of law; but where no duties are payable, all such sales except in the city of New York, may be made by any citizen of the state.

When an auctioneer cannot attend an auction by reason of sickness, by duty as a fireman, by military orders, or necessary attendance in a court of justice, or when he is temporarily absent from the place for which he is appointed, he may employ a partner or clerk to attend in his name and behalf; such partner or clerk, having previously taken an oath, to be filed with the clerk of the county in which such auctioneer shall reside, fully and faithfully to perform the duties incumbent upon him; and which oath must also contain a true statement of the connexion that exists between him and the auctioneer. Goods damaged at sea and sold for the benefit of the owners or insurers, shall be sold in New York, under the direction of the wardens of the port.

Every auctioneer who, during his term of office, shall accept an appointment as auctioneer from any other state, or who shall be concerned as principal or partner in selling any merchandise, or effects, in any other state by public auction, or who shall receive any compensation, or benefit, for or on account of any such sale, shall be deemed guilty of a misdemeanour.

No auctioneer in any city of this state can at the same time have more than one house or store, for the purpose of holding his auctions; and every such auctioneer, before he enters on the

execution of his office, must designate, in a writing signed by him, such house or store, and also name therein the partner or partners, if any, engaged with him in business, and file such writing with the clerk of the city for which he shall be appointed.

No auctioneer shall expose to sale by public auction any goods or articles liable to auction duties, at any other place than that designated in the writing so deposited by him, except goods sold in original packages as imported, household furniture, and such bulky articles as have usually been sold in warehouses, or in the public streets, or on the wharfs.

The common council of each city may designate such place or places, within such city, for the sale by auction of horses, carriages, and household furniture, as they shall deem expedient.

Every auctioneer in the city of New York must, under his own name, give previous notice in one or more of the city newspapers, of every auction sale that may be lawfully made by him; if connected with any person or firm, his name must, in all cases, precede separately and individually the name of such person or the title of the firm under which he transacts business.

No auctioneer, co-partner, or clerk of an auctioneer, or any other person in the city of New York, shall advertise a sale by auction, in any other manner than as above described, or be concerned in any sale by auction not advertised in such manner.

No auctioneer shall demand or receive more than two and a half per cent commissions on the amount of any sales, public or private, made by him, unless by a previous agreement in writing, between him and the owner or consignee of the goods sold.

No auctioneer on the day and at the place where his auction shall be held, nor any person whatever, on the same day and place, shall sell at private sale any goods liable to auction duties.

When goods are struck off at auction, and the bargain shall not be immediately executed by the payment of the price, on the delivery of the goods, it is the duty of the auctioneer to enter in a sale-book, to be kept by him for the purpose, a memorandum of the sale, specifying the nature, quantity, and price of the goods, the terms of sale, and the names of the purchaser, and of the person on whose account the sale is made.

All sales of goods by public auction, in the city of New York, shall be made between sunrise and sunset, excepting books or prints, and goods sold in the original package as imported, affording to a printed catalogue, of which samples shall have been opened and exposed to public inspection at least one day previous to the sale.

A conviction of fraudulent practices for ever disqualifies an auctioneer from exercising the rights or pursuing the business of an auctioneer; he shall be deemed guilty of a misdemeanour, punishable by fine, not exceeding five hundred dollars, and imprisonment not exceeding one year, or either, in the discretion of the court. And if, after said conviction, he undertakes to act as an auctioneer, he shall be deemed guilty of a misdemeanour for each offence, and punishable as above. And any person who shall transact the business of an auctioneer, without having first complied with the provisions of the law, is punishable in like manner.

TARES allowed by law on Goods Sold, &c.*

Candles in boxes.....per cent	8	Sugar, other than loaf sugar, in boxes.p. ct.	15
Cheese, in hampers or baskets.....do.	10	— in mats or bags.....do.	5
— in boxes.....do.	20	Salts, Glauber.....do.	8
Chocolate, in boxes.....do.	10	Sugar Candy, in boxes.....do.	10
Coffee, in bags.....do.	2	Soap, in ditto.....do.	10
— in bales.....do.	3	Shot, in casks.....do.	3
— in casks.....do.	12	Every whole chest of bohea tea.....lbs.	70
Cocoa, in bags.....do.	1	— half ditto.....do.	36
— in casks.....do.	4	— quarter ditto.....do.	20
Cotton, in bales.....do.	2	Every chest of hyson, or other green tea, of	
— in sercons.....do.	6	70 lbs. or upwards.....do.	20
Indigo, in ditto.....do.	10	Every box of other tea, between 50 and	
Nails, in casks.....do.	8	70 lbs.....do.	18
Pimento, in bags.....do.	3	Ditto ditto, if 80 lbs.....do.	20
Pepper, in ditto.....do.	2	Ditto ditto, from 80lbs. and upwards.....do.	22
Sugar, other than loaf sugar, in casks.....do.	12		

The above to include ropes, canvass, and other coverings. On all other boxes of teas, according to the invoices, or actual weights thereof.

Port Wardens.—Vessels and goods arriving in a damaged state, and required to be sold by auction, for the benefit of underwriters out of the city of New York, must be under the inspection of the wardens, who are to certify the cause of damage, and amount of sale and charges.

Fees.—One and a half per cent on gross amount of sales; and for each survey on board of any vessel, at any store, or along the docks or wharfs, three dollars, on damaged goods; each survey on hull, spars, rigging, &c., five dollars; each certificate, one dollar twenty-five cents; ditto of

* For tares allowed by customs see Tariff of United States, hereafter.

distress of said vessel, two dollars fifty cents; same services for vessels paying foreign duties and tonnage, double.

Harbour Master.—The office of harbour master was created in 1808, by legislative enactment, with power to regulate and station all vessels in the harbour, or at the wharfs, to accommodate vessels wishing to discharge their cargoes, and to decide promptly all disputes connected with the foregoing subjects.* Resisting his authority subjects to a fine of fifty dollars and costs, for the benefit of the New York Hospital.

Fees.—On vessels unloading, one and a half cent per ton; vessels paying foreign duties and tonnage, double; which must be paid within forty-eight hours after arrival. Schooners and sloops in the coasting trade, two dollars; for adjusting any difference respecting situation, two dollars.

Pilots must register their vessels, names, and places of abode in his office; and are obliged to put to sea whenever ordered by him. The penalty for refusing is five dollars, and loss of licence.

Passengers.—When passengers arrive from foreign countries, an entry must be made at the custom house of their names, clothes, implements of trade or profession (all of which are exempt from duty), and an oath taken respecting them, the form of which, and the entry, may be had at the office, gratis. Cabin passengers make this entry themselves, and pay twenty cents each for a permit, on exhibiting which to the officer on board, they are allowed to remove their baggage, after it has been inspected. Only one entry and permit is necessary for a family, and only twenty cents demanded, whatever be the number of the family. Remains of sea stores, such as tea, sugar, foreign spirits and wines, are liable to pay duties; but unless these are of great bulk, or quantity, they are generally allowed to pass free.

An entry is usually made by the master of the vessel of steerage passengers and their baggage: they pay twenty cents for a permit. When entry is made by any person not the owner, he gives bond for payment of the duties, if any; and if, after entry is made at the custom house, and the oath taken, any article is found belonging to a passenger, liable to pay duty, not specified in the entry, it is forfeited, and the person in whose baggage the article is found subjected in treble the value.

Besides making entry at the custom house, it is provided by a law of the state, that every master of a vessel arriving from a foreign country, or from any other port of the United States, "shall within twenty-four hours after entering his vessel at the custom house, make a report in writing on oath, to the mayor, and in case of his sickness, or absence, to the recorder of the said city, of the name, age, and occupation of every person who shall have been brought as passenger in such ship or vessel on her last voyage, upon pain of forfeiting for every neglect or omission to make such report, the sum of seventy-five dollars for every alien, and the sum of fifty dollars for every other person neglected to be so reported as aforesaid.

Masters of ships bringing passengers to New York, must also pay a dollar on account of each passenger to the corporation, as commutation money, or give bond that none of them shall become chargeable on the city poor rates for the space of two years. They almost uniformly prefer paying the commutation.

Wharfage.—Wharfs in New York are not the property of any corporation, but of private persons. Vessels under fifty tons, 50 cents per day=2s. 3d.; and for every fifty tons more, 12½ cents additional=7d.

RATES of Storage, chargeable per Month, as established by the New York Chamber of Commerce.

	cents.		cents.
Almonds, in frails or packages, per cwt.....	6	Cheese, casks or boxes, or loose, per cwt.	3
Alum, in casks or bags, per ton	40	Duck, heavy, per bolt	1½
Ashes, pot and pearl, per barrel	6	— Ravens or Russia sheeting, per piece.....	2½
Beef, per barrel	6	Dry goods, in boxes or bales, per 40 cubic feet.....	15
Bottles, quart, in mate crates, or hampers, gr.	8	Earthenware, in crates of 2½ to 30 feet.....	30
Bark, quercitron, in casks, per ton	60	— in bins, of 40 to 50 feet	4
Bagging, cotton, loose or in bales, packed	3	Fish, pickled, per barrel	2½
Butter, in firkins of 60 lbs., per firkin	2	— dry, in casks or boxes	2½
Brandy, — See Liquors.		— ditto, in bulk, ditto	2½
Candles, in boxes of 50 or 60 lbs., per box	2	Figs, in frails, boxes, or drums, ditto	60
Chocolate, in boxes of 50 lbs., ditto	2	Flax, per ton	2½
Cocoa, in bags, per cwt.	2½	Flax-seed, or other dry articles, in tierces of 7 bushels, per tierce	10
— in casks, ditto	3	Flour, or other dry articles, in barrels	4
Coffee, in casks, ditto	2½	Grain, in bulk, per bushel	1
— in bags, ditto	2	Ginger, in bags, per cwt.	2
Copperas, in casks, per ton	40	Glass, window, in boxes of 50 feet	1½
Copper, in pigs, ditto	20	Gins.— See Liquors.	
— in sheets or bolts, ditto	30	Hemp, per ton	75
— brassiers' bottoms, ditto	75	Hides, dried or salted, per hide	1½
Cordage, per ton	50	Hardware, in casks of 40 cubic feet	40
Cassia, in mate or boxes, per cwt.	10	Indigo, in serons or boxes, per cwt.	4
Cotton, American, in square bales, per 300 lbs.	12½	Iron, in bars or bolts, per ton	20
— ditto, in round bales, ditto	16	— in hoops, sheets, or nailrods, ditto	30
— West Indian, in proportion to round.		Liquors, in puncheons of 120 gallons, per puncheon.	30
— East Indian, in bales, per 300 lbs.	9		

(continued)

	cents.
Liquors in quarter casks	6½
— in pipes or casks, per 120 gallons	30
— bottled, in casks or boxes, per dozen bottles	1½
Leather, per side	1
Lard, in firkins of 60 lbs.	2
Lead, pig or sheet, per ton	20
— dry or ground in oil, ditto	20
Molasses, per hhd. of 110 gallons, (other casks in proportion)	30
Nails, in casks, per cwt	2
Oil, in hhds. or casks, per 110 gallons	30
— in chests of 30 flasks, per chest	4
— bottled, in boxes or baskets, per dozen	1½
Paints, in casks or kegs, per ton	40
Pork, per barrel	6
Porter. — See Liquors.	
Pepper, in bags, per cwt.	2½
Pimento, in casks or bags, ditto	2½
Rice, in tierces, per tierce	12
— in half ditto, per half ditto	8
Rags, in bales, per cwt.	6
Raisins, Malaga, in casks	3
— ditto, in boxes	1
— in other packages, per cwt.	2
Rum. — See Liquors.	
Saltpetre, in bags, per cwt.	2
— in casks, ditto	2½
Salt, in bags or bulk, per bushel	1
Shot, in casks, per ton	37
Soap, in boxes of 60 to 60 lbs.	2
Steel in bars or bundles, per ton	30
— in boxes or tubs, ditto	40
Sugar, raw, in bags or boxes, per cwt.	2
— ditto, in casks, ditto	2½
— refined, in casks or packages	3
Tallow, in casks or serons, per cwt.	2
Tea, bohea, in whole chests	15
— ditto, in half chests	8
— green or black, in quarter chests	4½
— in boxes, in proportion to quarter chests.	
Tin, block, per ton	20
— in boxes of usual size, per box	1½
Tobacco, in hhds., per hhd.	37½
— in bales or serons, per cwt.	4
— manufactured, in kegs of 100 lbs.	2
Wines. — See Liquors.	
Woods, for dyeing, under cover, per ton	50
— ditto, in yards	25
Whiting, in hhds., per ton	37½

On articles on which the rate is fixed by weight, it is understood to be on the gross weight; and on liquors, oil, &c., on which the rate refers to gallons, it is understood to be on the whole capacity of the casks, whether full or not. The proprietor of goods to be at the expense of putting them in store, stowing away, and turning out of store. — All goods taken on storage to be subject to one month's storage; if taken out within 15 days after the expiration of the month, to pay half a month's storage; if after 15 days, a whole month's storage.

RATES OF CARTAGE.

	s. d.
Alc or beer, per hhd.	2 0
— hhd. from 60 to 90 gallons	2 0
Alum or copperas, from 12 to 15 cwt., per hhd.	2 6
— from 15 to 20 cwt., ditto	3 0
— over 1 ton, ditto	4 6
Bar iron, per load	2 0
Boards and plank, ditto	2 0
Brandy, pipe over 100 gallons	3 0
Bread, 4 tierces	2 0
Bricks, per load	2 0
— handled and piled	2 6
Building or paving stones, per load	2 0
Calves, sheep, and lambs	2 6
Cider, cheese, and cocoa	2 0
Clay and sand, per 12 bushels	2 6
Coal, half chaldron, per load	2 0
Cocoa, per load	2 0
Coffee, in bags or barrels	2 0
— above 10 cwt., per hhd.	2 6
Cordage, small, per load	2 0
Cotton, per load of 3 bales	2 0
Cut stone, per load	2 6
Dried fish, loose, per load	2 6
Dye-wood, per load	2 0
Earthenware, loose, per load	2 6
European goods, per load	2 0

	s. d.
Flax, in bales and bundles, per load	2 6
Flax-seed, per 3 tierces	2 0
Firewood, per load	2 0
Flour, in bags, 12 per load	2 6
— 7 barrels	2 0
Gammons or hams, per load	2 0
Gin, per pipe over 100 gallons	2 0
Hay, in trusses, bundles, bales, per load	2 6
— loose	6 0
Heading for staves, per load	2 0
Hides, 50 per load	2 6
Hemp, in bales or bundles, per load	2 6
— loose, not over 12 cwt.	3 6
Hoops, in bundles	2 0
Hoop-poles, per load	2 6
Hollow ware, per load	2 6
Household furniture	4 0
Molasses, from 60 to 90 gallons	2 6
— from 90 to 140 gallons	3 0
Oil, per load of three barrels	2 0
Oysters, ditto shells, &c., per load	2 6
Potashes, per load of 3 barrels	2 0
Paints, common, per load	2 0
— per hhd., from 12 to 15 cwt.	2 6
— from 15 to 20 cwt.	3 0
— above 20 cwt.	4 6
Pantiles, per load	2 0
Plaster of Paris, per ton	4 0
Pork, beef, tar, pitch, and turpentine, 5 barrels	2 0
Rum, per hhd.	3 0
Salt, 20 bushels	2 0
Shingles, long cedar, pine, in bundles	2 0
— Cyprus, 2000 (22 inch)	3 0
Stone, paving of building	2 0
Sugar, Havana, 3 boxes	2 6
— from 9 to 15 cwt.	2 6
— from 15 to 20 cwt.	3 0
— above 20 cwt.	4 6
Scantling, or timber, per load	2 0
Tea, per load	2 6
Tiles or slate, per load	2 6
Tobacco, in hhds., from 9 to 15 cwt. per hhd.	2 6
— from 15 to 20 cwt. ditto	3 0
— above 20 cwt. ditto	4 6
Wheat, or other grain, per load	2 0
Wine, pipe, over 100 gallons	3 0
— in 4 quarter casks	3 0
Whiting, common load	2 0
— per hhd., 12 to 15 cwt.	2 6
— from 15 to 20 cwt.	3 0
— above 20 cwt.	4 6

CABLES.

For every cable whole shot of 5 inches in circumference to 7 inches	5 0
Ditto half shot of like dimensions	2 6
Ditto whole shot of 7 to 10 inches	12 0
Ditto half shot of like dimensions	6 0
Ditto whole shot of 10, and not exceeding 12 inches in circumference	14 0
Ditto whole shot of 12, and not exceeding 14 inches in circumference	20 0
Ditto half shot of the dimensions of the two last mentioned	10 0
Ditto whole shot of 14 and not exceeding 15 inches	24 0
Ditto half shot of like dimensions	12 0
Ditto whole shot of 15 inches	32 0
For every cable half shot of 15 inches	16 0
* * * Goods, wares, merchandise, or other articles not herein enumerated, per load	2 0

In all cases where the distance exceeds half a mile, and not two miles, one-half in addition to be allowed.

Portage.—For any distance not exceeding half a mile, 12½ cents; over half a mile, and not exceeding a mile, 25 cents; and in that proportion for any greater distance. For carrying a load upon a hand-barrow, for any distance not exceeding half a mile, 25 cents; over half a mile, and not exceeding a mile, 44 cents; and in that proportion for any greater distance.

Hand-carried.—For any distance not exceeding half a mile, 18½ cents; over half a mile and not exceeding a mile, 31½ cents; and in that proportion for any greater distance.

(continued)

QUANTITY OF GOODS TO COMPOSE A TON.

(Extract from the Bye-Laws of the New York Chamber of Commerce.)

- *Resolved*,—That, when vessels are freighted by the ton, and no special agreement is made between the owner of the vessel and freighter of the goods, respecting the proportion of tonnage which each particular article shall be computed at, the following regulation shall be the standard of computation:—

That the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be in weight as follows:—156# lbs. of coffee in casks, 1830 ditto in bags; 1120 lbs. of cocoa in casks, 1307 ditto in bags; 952 lbs. of pimento in casks, 1110 ditto in bags; 8 barrels of flour, 106 lbs. each.
6 barrels of beef, pork, tallow, pickled fish, pitch, tar, and turpentine.
20 cwt. of pig and bar iron, potashes, sugar, logwood,

fustic, Nicaragua wood, and all heavy dye-woods, rice, honey, copper ore, and all other heavy goods.

16 cwt. of coffee, cocoas, and dried codfish, in bulk, and 12 cwt. of dried codfish in casks of any size.

6 cwt. of ship bread in casks, 7 cwt. in bags, and 8 cwt. in bulk.

200 gallons (wine measure) reckoning the full contents of the casks, of oil, wine, brandy, or any kind of liquors.

22 bushels of grain, peas, or beans in casks.

36 bushels of ditto in bulk.

36 bushels of European salt.

31 bushels of salt from the West Indies.

29 bushels of sea coal.

40 feet (cubic measure) of mahogany, square timber, oak plank, pine and other boards, beaver, furs, peltry, beaver wax, cotton, wool, and bale goods of all kinds.

1 hoghead of tobacco, and 10 cwt. of dry hides.

8 cwt. of China raw silk, 10 cwt. nett bohea, and 8 cwt. green tea.

VIII. NEW JERSEY.

NEW JERSEY is bounded on the east by the Hudson River and by the Atlantic Ocean, on the south by the Atlantic, on the north by New York, and on the west by the bay and river of Delaware. This state lies between the north latitudes of 39 deg. and 41 deg. 24 min., and the longitudes west of Greenwich of 74 deg. and 75 deg. 20 min. Its area is computed at 8320 square miles, or 5,324,000 English statute acres.

The eighteen counties into which the state is divided are, with their population and capital (in 1840), as follow:—

Atlantic, 8726, C. May's Landing; Bergen, 13,223, C. Hackensack; Burlington, 32,831, C. Mount Holly; Cape May, 5324, C. Cape May C. H.; Cumberland, 14,374, C. Bridgetown; Essex, 44,621, C. Newark; Gloucester, 25,438, C. Woodbury; Hudson, 9483, C. North Bergen; Hunterdon, 24,789, C. Flemington; Mercer, 21,502, C. Trenton; Middlesex, 21,893, C. New Brunswick; Monmouth, 32,909, C. Freehold; Morris, 25,844, C. Morristown; Passaic, 16,734, C. Patterson; Salem, 16,024, C. Salem; Somerset, 17,455, C. Somerville; Warren, 20,366, C. Belvidere; Sussex, 21,770, C. Newton.

In 1840 the number of inhabitants amounted to 373,315; viz: 177,055 white males; 174,533 white females; 10,789 free coloured males; 10,264 free coloured females; 303 male, and 371 female slaves. Numbers employed in mining, 266; in agriculture, 56,701; commerce, 2283; trades and manufactures, 27,004; navigating the sea, 1143; navigating rivers, lakes, and canals, 1625; hand professions, &c., 1627.

The northern section of New Jersey is mountainous or hilly; the central parts are diversified by hills and valleys; and the southern part is flat, sandy, and sterile. The natural growth of the soil is shrub oaks, yellow pines, marsh grass, shrubs, &c. With the exception of this barren, but, by industry and manuring, in some parts, cultivated district, the soil of New Jersey affords good pasture and arable land. The produce is chiefly wheat, rye, Indian corn, buckwheat, potatoes, oats, and barley. Apples, pears, peaches, plums, and cherries, are grown in great perfection. In the mountainous districts cattle are of good breed and size, and large quantities of butter and cheese are made. The produce of this state finds a market chiefly at New York and Philadelphia. The principal exports are wheat, flour, horses, cattle, hams, cider, lumber, flax-seed, leather, and iron. In 1840, there were in the state 70,502 horses and mules; 220,202 neat cattle; 219,285 sheep; 261,443 swine. There was bred poultry to the value of 336,953 dollars. Of grain the quantities grown were 774,203 bushels of wheat; 12,501 bushels of barley; 3,083,524 bushels of oats; 1,665,820 bushels of rye; 856,117 bushels of buckwheat; 4,361,975 bushels of Indian corn. There were also produced 697,207 lbs. of wool; 4531 lbs. of hops; 10,001 lbs. of wax; 2,072,069 bushels of potatoes; 334,861 tons of hay; 2165 tons of flax and hemp; 1966 pounds of silk cocoons. The products of the dairy amounted in value to 1,328,032 dollars; and of the orchard to 464,006 dollars; of lumber to 271,591 dollars; 9416 gallons of wine were made; and 2200 barrels of tar, pitch, turpentine and rosin were produced.

The part of the state open to the sea has a mild climate; and the cold in the winter is only very severe in the mountainous region.

The Hudson and Delaware rivers, on the east and west sides, flow partly through the state. Besides these, there are the Raritan, navigable, for sloops, seventeen miles, to New Brunswick, flowing into the Atlantic below Staten Island; the Passaic, navigable for small vessels, ten miles, to Newark, and falls into Newark bay; the Hackensack, navigable fifteen miles, which falls into Newark bay; Great Egg Harbour river, navigable twenty miles, for small craft, and entering into the Atlantic. The principal bays are Newark bay, north of Staten Island, and Raritan bay, between Staten Island and Sandy Hook. Perth Amboy, at the head of this bay, is the principal seaport. Delaware bay belongs in part to this state. The two principal divisions in this state are

Cape May, on the north side of Delaware bay, and Sandy Hook, which is a low, sandy island, about three miles long, south of New York bay. The principal towns are Newark, New Brunswick, Paterson, Trenton, Burlington, Elizabethtown, and Perth Amboy.

In 1840, there were in the state two commercial and eight commission houses engaged in foreign trade, with a capital of 99,000 dollars; there were 1504 retail dry goods and other stores, employing a capital of 4,113,247 dollars; 1280 persons engaged in the lumber trade, employing a capital of 410,570 dollars; 423 persons employed in internal transportation, who, with thirty butchers, packers, &c., invested a capital of 204,900 dollars; 179 persons engaged in the fisheries, with a capital of 93,275 dollars. Home-made or family goods were produced to the value of 201,625 dollars; thirty-one woollen manufactories, and forty-nine fulling mills, employing 427 persons, producing goods to the value of 440,710 dollars, with a capital of 314,650 dollars; forty-three cotton manufactories, with 63,744 spindles, employing 2408 persons, manufacturing articles to the value of 2,086,104 dollars, with a capital of 1,722,810 dollars; twenty-six furnaces, producing 11,114 tons of cast iron, and eighty forges, &c., producing 7171 tons of bar iron, employing 2056 persons, and a capital of 1,721,820 dollars; forty-one paper manufactories produced articles to the value of 562,200 dollars, and other paper manufactures produced the sum of 7000 dollars, the whole employing 400 persons, and a capital of 460,100 dollars; hats and caps were manufactured to the value of 1,181,562 dollars, and straw bonnets to the value of 23,220 dollars, the whole employing 957 persons, and a capital of 332,029 dollars; 159 tanneries employed 1090 persons, and a capital of 415,728 dollars; and 478 other leather manufactories, as saddleries, &c., produced articles to the value of 1,532,746 dollars; twenty-three glass-houses, and four glass-cutting establishments, employed 1075 persons, producing articles to the value of 904,700 dollars, with a capital of 589,800 dollars; twenty-two potteries employed 122 persons, producing articles to the value of 256,807 dollars, with a capital of 135,850 dollars; 932 persons produced machinery to the value of 755,050 dollars; 219 distilleries produced 334,017 gallons, and six breweries produced 206,375 gallons, employing 394 persons, with a capital of 230,870 dollars; 123 persons produced hardware and cutlery to the value of 83,575 dollars; seventy-one persons manufactured 2010 small-arms; seventy persons manufactured drugs and paints to the value of 127,400 dollars, and turpentine and varnish to the value of 43,000 dollars, with a capital of 140,800 dollars; 1834 persons produced carriages and waggons to the value of 1,397,149 dollars, with a capital of 644,966 dollars; sixty-four flouring mills manufactured 168,797 barrels of flour, and with other mills employed 1288 persons, and a capital of 2,641,200 dollars; eight rope-walks employed sixty persons, and produced cordage to the value of 93,075 dollars, with a capital of 37,305 dollars; ships were built to the value of 344,240 dollars; furniture employed 517 persons, producing to the value of 176,566 dollars, with a capital of 130,525 dollars; 572 persons produced bricks and lime to the value of 376,805 dollars; 205 brick and 861 wooden houses were built by 2086 persons, at a cost of 1,092,052 dollars. The whole amount of capital employed in manufactures in the state was 11,517,582 dollars.

Education.—The college of New Jersey, or Nassau Hall, was founded in 1738, and is one of the principal colleges in the county. It has educated many distinguished men, and is flourishing. Connected with it is the Princeton Theological Seminary, supported by the Presbyterians, and which is their principal place of theological education. Rutgers' College (formerly Queen's College), in New Brunswick, was founded in 1770, and has latterly been a growing institution. Connected with it is a theological seminary, established by the Dutch Reformed church, in 1784, which is a respectable institution. In these institutions there were, in 1840, 443 students; there were in the state sixty-six academies, with 3027 students; 1207 primary and common schools, with 52,583 scholars; and 6385 persons over twenty years of age who could neither read nor write.

	dollars.	cts.		
School fund in 1841	336,068	66	Number of districts returned	894
Ditto in 1842	344,495	63	Number of children in the returned "	
Ditto in 1843	350,058	02	districts	71,849

There are about 1500 school districts.

The sum of 30,000 dollars was duly distributed to the several county collectors from the income of the state fund.

The whole amount of moneys paid by the township collectors to the trustees of districts in townships, from which reports have been received, is 60,330 dollars 55 cts.

Religion.—Of the principal religious denominations, in 1835, the Presbyterians had 105 ministers; the Dutch Reformed, forty-eight churches and forty-two ministers; the Baptists, eighty churches and about as many ministers; the Episcopalians, thirty ministers, including one bishop; the Methodists about seventy ministers, and a greater number of congregations; the Friends, sixty-seven meetings. Besides these, there were a few Congregationalists, Roman Catholics, and Universalists.

Banks.—In January, 1840, this state had twenty-six banks, with an aggregate capital of 3,822,607 dollars, and a circulation of 1,414,708 dollars.—*Official Returns. U. S. Gaz.*

FINANCES.

[From the Treasurer's Report for the Year ending Oct. 10, 1843.]

RECEIPTS.		PAYMENTS.	
	dollars. cts.		dollars. cts.
1842. Cash on hand	10,871 54	Legislative expenses	22,745 89
1843. State tax	40,000 00	Salaries, governor, judges, &c.	13,593 67
Transit duties on railroads and canal	37,382 88	State prison inspectors and advances	7,167 41
Dividends on railroad and canal Stock	12,000 00	Costs of conviction and transportation of prisoners	5,620 55
Interest on bonds, ditto	1,020 00	Institution of deaf, dumb, and blind	3,814 98
Incidental receipts	1,817 00	Incidental and various expenses ..	8,892 52
	103,091 42		61,838 02
Treasurer, U. S. public lands	14,657 17	Loans and interest	50,204 25
Temporary loans	10,000 00	Balance in Treasury, Oct. 15, 1843 ..	15,706 32
Total	127,748 59	Total	127,748 59
Total amount received in 1843, from ordinary sources	103,091 42		
Deducting balance from 1842	10,871 54		
	92,219 88		
Total amount paid (exclusive of loans)	61,838 02		
Amount of fund for the support of Commercial Schools, Oct. 1842	344,495 63		
Receipts of Revenue.—Bank tax	17,821 67		
Dividends in bank and railroad stock	1,428 50		
Interest on loans, &c.	16,539 40		
	35,789 57		
	380,285 20		
Paid.—Contingent expenses	227 18		
Distributed to the different counties	30,000 00		
	30,227 18		
Amount of the fund, Oct. 1843	350,058 02		
Of this amount, 11,090 dollars 85 cents is unproductive, and of doubtful value.			

Debt.—New Jersey may be considered as without a state debt; for, in 1840, the total debt due amounted only to 83,283 dollars=17,697*l.* 13*s.* sterling.

Public Works.—The Morris canal was begun in 1824, and completed in 1836, and cost about 2,500,000 dollars. It extends from Easton, on the Delaware, to Jersey city, 101 miles. A large amount of coal, from the coal region of Pennsylvania, is transported on it. It has recently been widened at a great expense. The Delaware and Raritan canal extends from New Brunswick, on the Raritan, to Bordentown, on the Delaware, below Trenton, and is forty-three miles in length. It forms part of an important communication between the cities of New York and Philadelphia. Salem canal extends from Salem creek, four miles to Delaware river.

Railroads.—The railroads of this state are more important even than her canals. The Camden and Amboy railroad was incorporated in 1829, and completed in 1832, extending from Camden, on the Delaware, opposite to Philadelphia, to South Amboy, at the mouth of the Raritan, sixty-one miles. The New Jersey railroad was incorporated in 1832, and opened in 1836, extending from Jersey city, through Newark, New Brunswick, and Trenton, to Bordentown, where it forms a junction with the Camden and Amboy road. The Paterson railroad was incorporated in 1831, and completed in 1834, and branches off from the New Jersey railroad at Bergen Hill, and extends fifteen miles to Paterson. The Morris and Essex railroad extends from Newark to Morristown, twenty miles. The Elizabethport and Somerville railroad communicates between the two places, twenty-five miles. The Camden and Woodbury railroad extends from the one place to the other, nine miles.

TRADE and Commerce of New Jersey, from 1791 to 1843, Compiled from Official Documents.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawback paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	doll. cts
1791.....	.....	.....	26,988	.....	15,379	.....	1,171 00
1792.....	.....	.....	21,406	.....	5,479	.....	1,000 00
1793.....	.....	.....	54,179	.....	16,929	.....	260 27
1794.....	.....	.....	58,154	.....	15,597	158	484 04
1795.....	.....	.....	130,814	.....	20,510	2,564	637 85
1796.....	.....	.....	59,227	.....	1,100	933	901 27
1797.....	.....	.....	18,161	.....	10,090	.....	762 72
1798.....	.....	.....	61,877	.....	17,256	10,589	1,344 28
1799.....	.....	.....	9,722	.....	867	2,341	1,271 34
1800.....	.....	.....	2,289	.....	135	.....	860 16
1801.....	.....	.....	25,406	.....	8,510	.....	1,046 08
1802.....	.....	.....	20,227	.....	3,247	.....	1,551 09
1803.....	21,311	.....	21,311	.....	3,617	.....	1,708 35
1804.....	24,829	.....	24,829	.....	3,805	.....	1,445 88
1805.....	20,633	110	20,743	.....	18,514	.....	1,293 05
1806.....	26,504	7,363	33,867	.....	14,310	5,582	891 84
1807.....	36,063	5,123	41,186	.....	17,089	2,408	932 13
1808.....	12,511	8,288	20,799	.....	10,391	5,687	925 29
1809.....	269,104	50,071	319,175	.....	24,444	5,690	15,596 67
1810.....	392,798	37,469	430,267	.....	13,573	8,497	17,338 51
1811.....	1,871	.....	1,871	.....	84,559	2,986	14,141 12
1812.....	4,186	.....	4,186	.....	27,383	1,083	13,639 58
1813.....	10,260	.....	10,260	.....	47,754	.....	13,709 29
1814.....	.....	.....	.....	.....	82,704	.....	13,443 19
1815.....	5,279	.....	5,279	.....	14,222	.....	2,465 67
1816.....	9,746	.....	9,746	.....	27,410	.....	2,800 87
1817.....	5,849	.....	5,849	.....	6,253	507	2,456 70
1818.....	25,957	.....	25,957	.....	3,602	168	322 02
1819.....	1,474	.....	1,474	.....	16,702	987	510 44
1820.....	20,511	.....	20,511	.....	14,609	277	468 56
1821.....	33,613	98	33,711	17,606	29,225	3,339	207 77
1822.....	83,551	.....	83,551	103,190	24,244	1,722	1,187 78
1823.....	26,064	.....	26,064	5,933	7,127	421	1,217 00
1824.....	28,989	.....	28,989	637,518	483,372	5,157	2,304 20
1825.....	43,980	3,233	47,213	27,688	1,998	157,644	1,378 86
1826.....	30,859	7,106	37,965	48,004	14,558	19,826	1,428 38
1827.....	25,627	.....	25,627	338,497	531,733	2,209	912 82
1828.....	1,892	.....	1,892	706,872	692,178	44,255	1,442 56
1829.....	8,022	.....	8,022	780,247	98,711	98,711	292 50
1830.....	8,224	100	8,324	13,444	219,549	28,221	573 90
1831.....	11,430	.....	11,430	.....	6,663	700	1,200 04
1832.....	53,991	7,803	61,794	70,400	31,223	1,689	256 28
1833.....	30,853	1,900	32,753	170	26	240	1,389 77
1834.....	8,131	.....	8,131	4,492	3,812	.....	709 74
1835.....	66,363	7,078	74,041	18,932	64,111	876	1,055 15
1836.....	38,709	24,040	62,809	24,203	4,670	.....	1,175 37
1837.....	19,640	24,577	44,217	0",152	.....	.....	1,175 36
1838.....	28,010	.....	28,010	1,700	.....	.....	1,656 56
1839.....	78,434	19,645	98,076	4,182	.....	.....	.....
1840.....	14,883	1,193	16,076	19,209	.....	.....	.....
1841.....	19,166	.....	19,166	2,315	.....	.....	.....
1842.....	64,931	5,076	70,407	145	.....	.....	.....
1843*.....	8,053	2,588	10,621	.....	.....	.....	.....
1844.....	.....	.....	.....	.....	.....	.....	.....

* For nine months only, the end of the current year being charged from the 30th of September to the 30th of June.

PRINCIPAL PORTS AND TOWNS IN NEW JERSEY.

BELLEVILLE, three miles and a half north-east of Newark, sixty-nine miles north-east of Trenton, situated on the west side of the Passaic river. It has fine mill streams, and various mills and manufactories. The township had, in 1840, twelve stores, capital 22,250 dollars; four fulling mills, two woollen factories, one cotton factory, 1000 spindles, one dyeing and printing establishment, one paper factory, two flouring mills, one grist mill. Capital in manufactures, 479,450 dollars. Population, 2466.

BURLINGTON, city, port of entry, twelve miles south of Trenton, seventeen miles north-east of Philadelphia, in 40 deg. 5 min. 10 sec. north latitude, and 72 deg. 52 min. 37 sec. west longitude. Population, in 1830, 2670; in 1840, 3434. It is pleasantly located on the east bank of the Delaware. Encircled on the south and east by a small stream, so as to form an island, one mile and a quarter long, and three quarters of a mile wide, connected with the main land by four bridges and causeways. It had, in 1840, six churches—one Episcopal, one Presbyterian, one Friends, two Methodist, and one Baptist—a city hall, a lyceum, a bank, a library, three extensive boarding schools, and a free school, established in 1682. It is regularly laid out, with streets intersecting each other at right angles. The bank of the river is a beautiful grassy plain, bordered by elegant

dwellings, chiefly country seats of gentlemen of Philadelphia. The residence of the Bishop of New Jersey is a handsome Gothic structure. Burlington was founded in 1678, and incorporated as a city in 1784. Tonnage, in 1840, 3851. It had fifteen stores, capital 57,500 dollars; one tannery, one pottery, four grist mills, two saw mills. Capital in manufactures, 89,630 dollars.

CAMDEN, city, and port of entry, twenty-nine miles south-south-west of Trenton. It is situated on the east side of the Delaware river, opposite to Philadelphia. The city consists of three parts—a central or principal part, and a northern and southern village or suburb—from each of which is a ferry to Philadelphia. The ship channel is on the Philadelphia side, but ships of the largest class come up to the lower village, and vessels of 150 tons to the central parts of Camden, at high tide. Camden has six churches—one Baptist, one Episcopal, two Methodist, and two Friends—an academy, a bank, 400 dwellings, and seventy or eighty buildings occupied in manufactures, and considerable commerce. It has several public gardens. The Camden and Amboy railroad, leading from New York city, terminates here. A railroad also proceeds south to Woodbury. There were, in 1840, thirteen stores, capital 28,400 dollars; two lumber yards, capital 18,000 dollars; one turpentine factory, one grist mill, five saw mills, three printing offices, three weekly newspapers, one periodical, capital in manufactures, 224,050 dollars. Population, 3371.

ELIZABETHTOWN, forty-four miles north-east of Trenton, situated on the Elizabethtown creek, two miles and a half from its entrance into Staten Island sound. The New Jersey railroad, and the Elizabethtown and Somerville railroad, pass through it. It contains a court house, gaol, a bank, an insurance office, twelve stores, and about 500 dwellings. Vessels of thirty tons come up to the place, and of 300 tons to the port at the mouth of the river. It contains about 2500 inhabitants.

JERSEY CITY, fifty-eight miles north-east of Trenton, situated on the west side of the Hudson river, opposite to New York, with which it is connected by a ferry, on which three steamboats are constantly plying. The ground on which it is built projects into the Hudson river, having bays north and south of it. It is handsomely laid out, with broad streets, crossing each other at right angles. It contained, in 1840, a bank, an extensive pottery, where delfware is produced to the annual amount of 200,500 dollars; a flint glass factory, which employs 100 hands, producing plain and cut glass to the amount of 200,000 dollars annually; three lumber yards, with a capital of 3000 dollars; two iron foundries, and 300 dwellings, many of them large and elegant. The New Jersey railroad, which is continued to Philadelphia, and the Paterson and Hudson railroad commence here, and have a fine depot; and the Morris canal, 101 miles long, connecting the Delaware and Hudson rivers, terminates here, with a large basin. The Thatched Cottage Garden is a beautiful place of summer resort. It had, in 1840, twenty-three stores, capital 27,000 dollars; two printing offices, one bindery, two weekly newspapers. Capital in manufactures, 203,000 dollars. Eleven schools, 339 scholars. Population, 3072. Directly west of Jersey city is a settlement called Harsimus, which contained, in 1840, one iron foundry, one rope walk, one starch factory, and about twenty-five dwellings. To the north of this is another considerable settlement, called Pavonia, which contains three carpet factories, and about fifty dwellings. Both of these may be considered as suburbs of Jersey city.

NEW BRUNSWICK, city, twenty-nine miles south-west of New York, twenty-seven miles north-east of Trenton, 193 miles from Washington, situated on the west bank of the Raritan river, fourteen miles from its entrance into Raritan bay, at Amboy. The streets immediately on the river are narrow, and the ground is low. The streets on the upper bank are wide, and contain many fine buildings. A toll bridge here crosses the Raritan, rebuilt in 1811, and cost 86,687 dollars. A railroad bridge crosses the river a little above. It contained, in 1840, a court house, gaol, seven churches—one Dutch Reformed, one Presbyterian, one Episcopal, one Baptist, one Methodist, one coloured Methodist, and one Roman Catholic—two banks, 120 stores, 800 dwellings, and 8693 inhabitants. It is the seat of Rutgers College, founded in 1770, which has a president, ten professors or other instructors, 370 alumni, of whom seventy-seven have been ministers of the gospel, eighty-two students, and 1200 volumes in its libraries. The Delaware and Raritan canal commences here, extending forty-three miles to Trenton, is seventy-five feet wide and seven feet deep, admitting the passage of sloops of from seventy-five to 100 tons burden. The New Jersey railroad passes through the city, forming a part of the chain of railroads from New York to Philadelphia, Baltimore, and Washington.

NEWARK, city, port of entry, nine miles west of New York, forty-nine miles north-east of Trenton, is situated on the west side of the Passaic river, three miles from its entrance into Newark bay, and is the most populous and flourishing place in the state. It is in 40 deg. 44 min. north latitude, and 2 deg. 44 min. east longitude from Washington. The population, in 1830, was 10,950; in 1840, 17,290. Of these, 206 were employed in commerce, 2424 in manufactures and trades, fifty-nine in navigating the ocean, rivers, &c., 101 in the learned professions.

The river is navigable to this place for vessels of 100 tons burden, and the Morris canal passes through it. There is a communication, a great part of the year, twice a day by steamboat to New York, and several times a day by railroad. The place is regularly laid out, the streets are generally broad and straight, and many of the houses are neat and elegant. Two

large public grounds, bordered by lofty trees and bounded by the principal avenues, add much to the beauty of the place. The city is abundantly supplied with pure water, brought by a company from a fine spring, two miles distant, and distributed in the city in iron pipes of a total length of seven miles. Several of the churches are handsome buildings. The court house is built of brown freestone, in a commanding position in the west part of the city, and is a large and elegant building of the Egyptian architecture.

There are seventeen places of worship—five Presbyterian, one Associate Reformed, two Baptist, three Methodist, one Episcopal, one Dutch Reformed, one African Methodist, one Roman Catholic, one Bethel, and one Universalist. There were, in 1840, three banks, with an aggregate capital of 1,450,000 dollars, of which not more than two-thirds have been paid in. There is an apprentices' library, a circulating library, a mechanics' association for scientific and literary improvement, who have a valuable library and philosophical apparatus, and who support public lectures; and a young men's literary association.

The commerce of Newark is considerable and increasing. The coasting trade employs sixty-five vessels of 100 tons each. A whaling and sealing company was incorporated in 1833, which is prosecuting the business. The tonnage of this port, in 1840, was 6687 tons. There were, in 1840, two foreign commercial and two commission stores, capital 15,000 dollars; 114 retail stores, capital 321,250 dollars; six lumber yards, capital 38,000 dollars; fisheries, capital 60,000 dollars; precious metals, value produced, 154,312 dollars; manufactures of leather, capital 285,951 dollars; two breweries, capital 13,000 dollars; carriages, capital 218,700 dollars; five printing offices, two binderies, one daily, and three weekly newspapers, and three periodicals; capital 32,300 dollars. Total capital in manufactures, 1,511,339 dollars.

This town was first settled in 1666, by a company from Guilford, Branford, Milford, and New Haven, Connecticut. They purchased the territory, including several neighbouring towns, of the Indians, for 130*l.*, New England currency, twelve Indian blankets, and twelve guns. They formed a government, and administered it, often disputing the claims of the proprietaries, by holding to an original and superior right.

PATERSON, situated on the Passaic river, near the great falls, and four miles from tidewater, thirteen miles north of Newark, seventy-five miles north-east-by-north of Trenton, seventeen miles north of New York. It was established by a society, incorporated in 1791, with a capital of 1,000,000 dollars, for the establishment of manufactures, projected by Alexander Hamilton. The plans of the company, after heavy expenditures, through the many obstacles with which manufactures had then to struggle, in a great measure failed, and were abandoned. But their successors took up the work, and have carried it forward to distinguished success. By a dam in the river, four feet and a half high, and a canal round the falls, a vast water power is afforded, and a great manufacturing village has grown up. It has a court house and gaol, and many spacious manufactories, built chiefly of stone. The Morris canal, which passes near the village, and a railroad to Jersey city, give it an easy access to the city of New York. The falls of the Passaic, at this place, by their picturesque beauties, attract many visitors. The river has a perpendicular fall of seventy-two feet, and when the water is high, the fall is not only beautiful but grand.

There were, in 1840, 104 stores, capital 192,950 dollars; machinery manufactured, value 607,000 dollars; four fulling mills, one woollen factory, capital 20,000 dollars; nineteen cotton factories, 45,056 spindles; with two dyeing and printing establishments, capital 926,000 dollars; one tannery, two paper factories, capital 82,000 dollars; one saw mill, two printing offices, two binderies, two weekly newspapers. Capital in manufactures, 1,792,500 dollars. Population, 7596.

PERTH AMBOY, city, and port of entry, forty-six miles north-east of Trenton. Situated at the head of Raritan bay, at the confluence of Raritan river with Arthur kill, or Staten Island sound. The harbour is spacious and safe, easy of access, with twelve feet of water in the estuary, and from twenty-four to twenty-six feet in the main channel. It was laid out in 1698, and an effort was early made to constitute it the capital of the province. Its present city charter was given in 1784. It had, in 1840, one pottery, nine stores, capital 38,500 dollars. Population, 1303. The collection district includes all the east part of New Jersey south of Elizabethtown, excepting the district of Little Egg harbour. Tonnage, in 1840, 17,043.

PORT ELIZABETH, seventy-three miles south-south-west of Trenton. Situated on the Manamuskink creek, near its entrance into the Maurice river, fourteen miles from Delaware bay. It had, in 1840, four stores, one glass factory, four grist mills, three saw mills in the vicinity, and 100 dwellings. Vessels of 120 tons come to the place, and wood and lumber are extensively exported.

PRINCETON, eleven miles north-east of Trenton, is pleasantly situated, and neatly built, chiefly on one extended street, and contained, in 1840, numerous stores, 200 dwellings, and about 1200 inhabitants, exclusive of those connected with the literary institutions. The Delaware and Raritan canal runs within one mile of the bay, and the office of the company is established here. It derives its greatest importance from the College of New Jersey, founded in 1746, at Elizabeth-

town, removed to Princeton in 1757, which has a president, and twelve professors or other instructors, 2183 alumni, of whom 444 have been ministers of the gospel, 263 students, and 11,000 volumes in its libraries. Its buildings are neat, convenient, and spacious. The Princeton Theological Seminary of the Presbyterian church is located here, founded in 1812, has five professors, 113 students, 714 educated, and 7000 volumes in its libraries. Its buildings are neat and extensive. There were, in 1840, in the township nine stores, capital 47,600 dollars; one lumber yard, capital 2500 dollars; one tannery, two printing offices, one bindery, one weekly newspaper, two grist mills, one saw mill. Capital in manufactures, 67,300 dollars. Population, 3055.

SOUTH AMBOY has a good harbour. The Camden and Amboy railroad runs through and terminates here, and is connected by a steamboat line with the city of New York. It contains a large manufactory of stoneware, from excellent clay in the vicinity, three stores, one pottery, one paper factory, one grist mill, one saw mill. Capital in manufactures, 24,100 dollars. Population, 1825.

TRENTON, city, is situated on the east side of the Delaware, opposite the falls, and is in 40 deg. 13 min. north latitude, and 75 deg. 48 min. west longitude from Greenwich, and 2 deg. 16 min. east longitude from Washington. It is ten miles south-west of Princeton, twenty-six miles south-west of New Brunswick, thirty miles north-east of Philadelphia, sixty miles south-west of New York, 166 miles from Washington. The population, in 1810, was 3003; in 1820, 3942; in 1830 3925; in 1840, 4035. Of these, 103 were employed in commerce, 571 in manufactures and trades forty-one in the learned professions. The city is at the head of steamboat and sloop navigation. It is regularly laid out, and has many good houses, stores, and other buildings. The villages of Mill Hill, Bloomsbury, and Lamberton, combined in the borough of South Trenton, extending a mile and a half down the Delaware, are suburbs of the city, and in a general description, should be considered as belonging to it. In the city proper, there were, in 1840, a state house, 100 feet by sixty feet, built of stone, and succeeded in imitation of granite; it is beautifully situated on the bank of the Delaware, and commanding a fine view of the river and the surrounding scenery; a house for the residence of the governor of the state, and three fire-proof offices; two banks, a public library, established in 1750, a lyceum, seven churches—one Presbyterian, one Dutch Reformed, one Episcopal, two Friends, one Methodist, and one African Methodist; and in South Trenton, a court house, state prison, four churches—one Baptist, one Reformed Baptist, one Methodist, and one Roman Catholic—and about 2000 inhabitants. There were, in 1840, fifty retail stores, capital 196,300 dollars; four lumber yards, capital 49,000 dollars; three tanneries, one brewery, one pottery, three paper factories, capital 30,000 dollars; one rope walk, two flouring mills, two grist mills, three saw mills, three printing offices, two binderies, two weekly and one semi-weekly newspapers. Total capital in manufactures, 247,800 dollars. Four academies, 104 students, ten schools, 314 scholars.

At the foot of the falls or rapids a beautiful covered bridge crosses the Delaware, 1100 feet long, resting on five arches, supported on stone piers. The Delaware and Raritan canal, forming a sloop navigation from Trenton to Brunswick, passes through the city, and is here entered by a feeder taken from the Delaware, twenty-three miles above the city. The canal crosses the Assunpink creek east of the town, in a fine stone aqueduct. Above the falls the Delaware is navigable for large boats as far as Easton, which adds much to the commercial advantages of Trenton. The New Jersey railroad passes through the place. A company has been chartered, with a capital of 200,000 dollars, for the purpose of taking the water from the river by means of a dam and raceway, and carrying it along and below the city, with outlets for mills, which will create a very extensive water power for manufacturing purposes. The Assunpink creek also, which enters the Delaware below the city, furnishes some water power.

This town was first settled about the year 1720. It is memorable for the "Battle of Trenton," December the 25th, 1776, when 1000 Hessians were captured by the Americans under General Washington.

IX. PENNSYLVANIA.

PENNSYLVANIA is bounded north by New York and Lake Erie; east by New Jersey, from which it is separated by the Delaware river; south by Delaware, Maryland, and Virginia; and west by Virginia and Ohio. It lies between 39 deg. 43 min. and 42 deg. north latitude, and between 74 deg. and 80 deg. 40 min. west longitude; and between 3° deg. 31 min. west, and 2 deg. 18 min. east from Washington. It is about 307 miles long, and 160 broad; its area comprises about 46,000 square miles, or 29,440,000 acres. The number of its inhabitants, in 1790, was 434,373; in 1800, 602,545; in 1810, 810,091; in 1820, 1,049,313; in 1830, 1,347,672; in 1840, 1,724,033. Of the total number, 844,770 were white males; 831,345 white females; 22,752 free coloured males; 25,102 free coloured females. Employed in agriculture, 207,533; in commerce, 15,338; in manufactures and trades, 105,883; in mining, 4603; navigating the ocean, 1815; navigating the lakes, rivers, &c., 3951; learned professions, &c., 6706.

The state is divided into fifty-five counties, which, with their population, in 1840, and their capitals, are as follow : *Eastern District*—Adams, 23,044, C. Gettysburg; Berks, 64,569, C. Reading; Bucks, 48,107, C. Doylestown and Bristol; Chester, 57,515, C. West Chester; Cumberland, 30,953, C. Carlisle; Dauphin, 30,118, C. Harrisburg; Delaware, 19,791, C. Chester; Franklin, 37,793, C. Chambersburg; Lancaster, 84,203, C. Lancaster; Lebanon, 21,872, C. Lebanon; Lehigh, 25,785, C. Allentown; Monroe, 9879, C. Stroudsburg; Montgomery, 47,541, C. Norristown; Northampton, 40,996, C. Easton; Perry, 17,096, C. Bloomfield; Philadelphia, 258,037, C. Philadelphia; Pike, 3832, C. Milford; Schuylkill, 29,053, C. Orwigsburg; Wayne, 11,848, C. Honesdale; York, 47,010, C. York. *Western District*—Alleghany, 81,235 C. Pittsburg; Armstrong, 28,365, C. Kittanning; Beaver, 29,368, C. Beaver; Bedford, 29,335, C. Bedford; Bradford, 32,769, C. Towanda; Butler, 22,378, C. Butler; Cambria, 11,256, C. Ebensburg; Centre, 20,492, C. Bellefonte; Clearfield, 7834, C. Clearfield; Clinton, 8323, C. Lock Haven; Columbia, 24,267, C. Danville; Crawford, 31,724, C. Meadville; Erie, 31,344, C. Erie; Fayette, 33,574, C. Union; Greene, 19,147, C. Waynesburg; Huntingdon, 35,484, C. Huntingdon; Indiana, 20,782, C. Indiana; Jefferson, 7253, C. Brookville; Juniata, 11,080, C. Mifflintown; Luzerne, 44,006, C. Wilkesbarre; Lycoming, 22,649, C. Williamsport; McKean, 2975, C. Smithport; Mercer, 32,873, C. Mercer; Mifflin, 13,092, C. Lewistown; Northumberland, 20,027, C. Sunbury; Potter, 3371, C. Cowdarsport; Somerset, 19,650, C. Somerset; Susquehanna, 21,195, C. Montrose; Tioga, 15,498, C. Wellsborough; Union, 22,787, C. New Berlin; Venango, 17,900, C. Franklin; Warren, 9278, C. Warren; Washington, 41,279, C. Washington; Westmoreland, 42,699, C. Greensburg.

Soil and Agriculture.—The Alleghany mountains traverse the state from south-west to north-east, and several ramifications branch from, or run parallel with the principal range. Mountainous tracts over the central parts of the state comprehend nearly one-seventh of its whole area. The south-east and north-west districts are generally level or undulating. The soil east of the mountains is generally fertile and rendered highly productive. The south-east, on both sides of the Susquehanna, the lands are rich, and having been long settled, it is nearly all under high cultivation. Between the head-waters of the Alleghany and Lake Erie, the soil is also very fertile. In the mountainous region the formation of the soil is often rugged, and in many parts sterile; except in the valleys, which are very rich; west of the Alleghanies, and especially near the streams of the Ohio. Some authorities consider Pennsylvania better adapted for grazing than for the plough. The authors of the "United States Gazetteer" are of a different opinion, and observe, "The most important production of the state by far, is wheat, which grows here in great perfection; and next in value is Indian corn. Rye, barley, buckwheat, oats, hemp, and flax, are also extensively cultivated. Cherries, peaches, and apples, are abundant, and much cider is made. Although the state is better adapted to grain than to grazing, yet in many parts there are large dairies, and fine horses and cattle are raised."

In 1840, there were in the state, 361,558 horses and mules; 1,161,576 neat cattle; 1,755,597 sheep; 1,485,360 swine. There was produced poultry to the value of 681,979 dollars. There were raised 12,993,218 bushels of wheat; 206,258 bushels of barley; 20,485,747 bushels of oats; 6,544,654 bushels of rye; 2,096,016 bushels of buckwheat; 14,077,363 bushels of Indian corn; 3,028,657 lbs. of wool; 48,694 lbs. of hops; 92,708 lbs. of wax; 9,477,343 bushels of potatoes; 1,302,685 tons of hay; 2644 tons of hemp and flax; 325,018 lbs. of tobacco; 7262 lbs. of silk cocoons; 2,265,755 lbs. of sugar. The products of the dairy amounted to 3,152,987 dollars; and of the orchard, to 610,512 dollars. There were made, 14,328 gallons of wine. The value of lumber was 1,146,355 dollars.—*Official Returns.*

Minerals.—Iron ore is abundant, and has been extensively wrought. West of the Alleghany ridge, bituminous coal is found, of an excellent quality, and in inexhaustible fields. In Pittsburg and the vicinity it is extensively used for manufacturing purposes. In this region salt springs occur, which afford a strong brine. The anthracite coal region, east of the Blue ridge, and between it and the north branch of the Susquehanna, is extensively wrought. The Mauch Chunk, Schuylkill, and Lynken's valley coal-field, extends from the Lehigh, across the head waters of the Schuylkill, and is sixty-five miles in length, with an average breadth of about five miles. The Lehigh coal, procured at the northern portion of this field, is heavy, hard, and ignites with difficulty. At Mauch Chunk this coal is found near the surface, and extends to the depth of from twelve to fifty or sixty feet. The Schuylkill coal burns with less difficulty than the Lehigh. The Lackawanna coal-field extends from Carbondale, on the Lackawannock, to ten miles below Wilkesbarre, on the Susquehanna. This field is accessible by the Carbondale railroad and the Delaware and Hudson canal, extending to the Hudson river. Limestone is abundant in all parts of the state, and in the south-east parts, marble of good quality is quarried.

Climate.—In the mountainous region of Pennsylvania the winters are severe. The weather is colder on the western than the eastern side of the Alleghanies, and in both the rivers are frozen between one and two months in the year. In the south-east parts the winters are mild, and the climate is generally considered healthy.

Rivers.—The Delaware river which flows along the eastern border of Pennsylvania, is navi-

gable for large ships to Philadelphia. The Lehigh, after a course of seventy-five miles, flows into the Delaware, at Easton. The Schuylkill, 130 miles long, joins the Delaware, six miles below Philadelphia. The Susquehanna rises in New York, flows south through this state, and enters Chesapeake bay, in Maryland. It is obstructed by falls and rapids. The Juniata rises in the Alleghany mountains, and after a course of 180 miles, falls into the Susquehanna, eleven miles above Harrisburg. The Alleghany river, flowing 400 miles from the north, and the Monongahela, 390 miles from the south, unite at Pittsburg, and form the Ohio. The Youghiogeny, a small river, flows into the Monongahela.

Trade.—In 1840, there were in the state 194 commercial and 178 commission houses engaged in foreign trade, with a capital of 3,662,811 dollars; 6534 retail dry goods and other stores, with a capital of 35,629,170 dollars; 5064 persons engaged in the lumber trade, employing a capital of 2,241,040 dollars; 2146 persons employed in internal transportation, who, with 466 persons employed as butchers, packers, &c., employed a capital of 727,850 dollars; fifty-eight persons were employed in the fisheries, with a capital of 16,460 dollars.—*Official Returns.*

Manufactures.—In 1840, there were manufactured home-made or family goods to the value of 1,292,429 dollars; 235 woollen manufactories, and 337 fulling mills, employing 2909 persons, producing articles to the value of 2,298,861 dollars, and employed a capital of 1,500,546 dollars; 106 cotton manufactories, with 146,494 spindles, employed 5522 persons, produced articles to the value of 5,013,007 dollars, and employed a capital of 3,325,400 dollars; 2977 persons mined 859,686 tons of anthracite coal, with a capital of 4,334,102 dollars; 1798 persons produced 11,620,654 bushels of bituminous coal, with a capital of 300,416 dollars; 213 furnaces, produced 98,395 tons of cast iron, and 169 forges, &c., produced 87,244 tons of bar iron, employed 11,522 persons and a capital of 7,781,471 dollars; eighty-seven paper manufactories produced to the value of 792,335 dollars, and other paper manufactures to the value of 95,500 dollars, the whole employed 794 persons and a capital of 581,800 dollars; hats and caps were manufactured to the value of 819,431 dollars, and straw bonnets to the value of 80,512 dollars, employing 1467 persons and a capital of 449,107 dollars; 1149 tanneries employed 3392 persons, and a capital of 2,729,536 dollars; 2132 other leather manufactories, such as saddleries, &c., produced articles to the value of 3,453,243 dollars, and employed a capital of 1,249,923 dollars; thirty powder mills manufactured 1,184,225 lbs. of powder, employed fifty-eight persons and a capital of 66,800 dollars; drugs, paints, &c., employed 519 persons, producing articles to the value of 2,179,625 dollars, and turpentine and varnish to the value of 7865 dollars, the whole employed 519 persons, and a capital of 2,179,625 dollars; twenty-eight glass-houses, and fifteen glass cutting establishments, employed 835 persons, produced articles to the value of 772,400 dollars, with a capital of 714,100 dollars; 182 potteries employed 322 persons, produced articles to the value of 157,902 dollars, and employed a capital of 75,562 dollars; 1969 persons produced machinery to the value of 1,993,752 dollars; 763 persons produced hardware and cutlery to the value of 783,482 dollars; 168 persons produced five cannon and 21,571 small-arms; 245 persons manufactured the precious metals to the value of 2,679,075 dollars; 536 persons worked granite and marble to the value of 443,610 dollars; 3858 persons made bricks and lime to the value of 1,719,796 dollars; 2770 persons manufactured carriages and waggons to the value of 1,203,732 dollars, with a capital of 559,831 dollars; 1005 distilleries produced 6,228,768 gallons, and eighty-seven breweries produced 12,765,974 gallons, employed 1601 persons and a capital of 1,585,771 dollars; 725 flouring mills produced 1,181,530 barrels of flour, and with other mills, employed 7916 persons, produced articles to the value of 9,232,515 dollars, and employed a capital of 7,779,784 dollars; 353 persons manufactured 5,097,690 lbs. of soap, 2,316,843 lbs. of tallow candles, and 5002 lbs. of spermaceti candles, and employed a capital of 294,442 dollars; ships were built to the value of 668,015 dollars; 2357 persons manufactured furniture to the value of 1,151,167 dollars, with a capital of 714,817 dollars; 1991 brick houses, and 2406 wooden houses, were built, employed 9881 persons, and cost 5,339,530 dollars; 221 printing offices, forty-six binderies, twelve daily, ten semi-weekly, and 162 weekly newspapers, and forty-two periodicals, employed 1702 persons and a capital of 680,340 dollars. The whole amount of capital employed in manufactures in the state, was 31,629,415 dollars.—*Official Returns.*

Education.—The following are the names of the numerous colleges of Pennsylvania, and the date of their foundation. University of Pennsylvania, Philadelphia, 1755; Dickinson College, Carlisle, 1783; Jefferson College, Cannonsburg, 1802; Washington College, Washington, 1806; Alleghany College, Meadville, 1815; Pennsylvania College, Gettysburgh, 1832; Lafayette College, Easton, 1832; Marshall College, Mercersburg, 1836. Besides these are the Medical Department of the University of Pennsylvania, 1765; Jefferson Medical College, Philadelphia, 1824; Medical Department of Pennsylvania College, Philadelphia, 1839. The Theological Seminary of the Lutheran church, Gettysburgh, 1826; German Reformed, York, 1825; Western Theological Seminary, at Alleghany, 1828; Theological Seminary at Cannonsburg; and Theological Seminary at Pittsburg. In all these seminaries there were 2034 students, in 1840. There

were in this state 290 academies, with 15,910 students; 4968 primary and common schools, with 179,989 scholars. There were 33,940 persons over twenty years of age, who could neither read nor write.

"In the first school district, embracing the city and county of Philadelphia, the number of schools in 1843 was 215; of which, one is the high school, forty grammar schools, eighteen secondary, seventy-six primary, and eighty not classified. The whole number of teachers, including the professors of the high school, is 499; eighty-seven males, and 412 females. The aggregate amount of salaries is 136,843 dollars; average to each, 274 dollars 23 cents. The number of pupils is 33,384, exhibiting an increase of 5222 since the last report. A number of schools for coloured children are embraced in the above summary, which is taken from an abstract from the semi-annual returns. The expenses of the board of control for all purposes, except the erection and fitting-up of school houses, have been 288,766 dollars 66 cents for a year and a half; or an average of 192,511 dollars 18 cents per annum. This includes cost of tuition, fuel, books, stationery, and supplies of every description; also, the expenses of the secretary of the board and the comptroller, repairing school houses, and all the other items which are included by the auditors under the head of general expenses. Divide this sum by 33,384 (the total number of scholars,) and it will be seen that the annual average expense of each pupil for all the purposes above stated, has been 5 dollars 76 cents. The total amount of expenditure in 1842 was 255,852 dollars 92 cents. The expenditure from January the 1st to June the 30th, 1843, was 118,028 dollars 76 cents."—*American Almanac*.

Religious Denominations.—In 1836, the Presbyterians, including the Associate Reformed, had about 400 ministers; the Baptists, 140; the Methodists, about 250; German Reformed, 73; Episcopalians, 70; and the Quakers, 150 congregations. There were several other denominations less numerous. The principal have gradually increased since that time.

Public Works: Canals.—The canal from Philadelphia, including a railroad from Johnstown to Hollidaysburg, thirty-seven miles, over the Alleghany to Pittsburgh, is 400 miles long. There is a tunnel on the railroad 870 feet long, 200 feet below the top of the mountain. The Schuylkill Navigation canal extends 108 miles from Philadelphia to Port Carbon; the Union canal, eighty-two miles from Reading to Middletown; the Lehigh, eighty-four miles from Easton to Stoddardsville; the Lackawaxen, twenty-five miles from Delaware river to Honesdale; the Conestoga, eighteen miles from Lancaster to Safe Harbour; the Codorus, eleven miles from York to Susquehanna river; Bald Eagle, twenty-five miles from West Branch canal to Bellefonte; the Susquehanna, forty-five miles from Wrightsville to Havre de Grace, and several small canals.—*U. S. Gaz.* See also *Debt and Finances of Pennsylvania, hereafter*.

Railroads.—The Columbian, eighty-one miles from Columbia to Philadelphia; Valley, twenty miles from Norristown to Columbia railroad; Harrisburg and Lancaster, thirty-five miles; Cumberland Valley, fifty miles from Harrisburg to Chambersburg; Westchester, ten miles from Columbia railroad to Westchester; Franklin, thirty miles from Chambersburg to Williamsport; York and Wrightsville, thirteen miles; Strasburg, seven miles from Cumberland Valley railroad to Strasburg; Philadelphia and Reading, ninety-five miles from Reading to Pottsville; Little Schuylkill, twenty-three miles from Port Clinton to Tamaqua; Danville and Pottsville, forty-four miles and a half from Pottsville to Sunbury; Little Schuylkill and Susquehanna, 106 miles from Tamaqua to Williamsport; Beaver Meadow branch, twelve miles from Lardner's Gap to Beaver Meadow railroad; Williamsport and Elmira, seventy-three miles and a half between the two places; Corning and Blossburg, forty miles between the two places; Mount Carbon, seven miles and a quarter from Mount Carbon to Norwegian Creek; Schuylkill Valley, ten miles from Port Carbon to Tuscarora; branches of Schuylkill Valley, fifteen miles; Schuylkill, thirteen miles from Schuylkill to the Valley; Mill Creek, nine miles from Port Carbon to Coal Mine; Mine Hill and Schuylkill Haven, twenty miles from Schuylkill Haven to Mine Hill Gap; Mauch Chunk, nine miles from Mauch Chunk to Coal Mine; branches of Mauch Chunk, sixteen miles; Room Run, five miles and a quarter from Mauch Chunk to Coal Mine; Beaver Meadow, twenty miles from Pottsville to Coal Mine; Hazelton and Lehigh, eight miles from Hazelton Mine to Beaver Meadow railroad; Nesquehoning, five miles from Nesquehoning Mine to Lehigh river; Lehigh and Susquehanna, nineteen miles and a half from Whitehaven to Wilkesbarre; Carbondale and Honesdale, seventeen miles and a half, connects the two places; Lykin's Valley, sixteen miles and a half from Broad Mountain to Millersburg; Pine Grove, four miles from Pine Grove to Coal Mine; Philadelphia and Trenton, twenty-six miles and a quarter from Philadelphia to Morrisville; Philadelphia, Germantown, and Norristown, seventeen miles from Philadelphia to Norristown; Germantown branch of ditto, four miles; Philadelphia and Wilmington, twenty-seven miles from Philadelphia to Wilmington.—*U. S. Gaz.* See also *Debt and Finances of Pennsylvania, hereafter*.

PUBLIC DEBT, RESOURCES, AND FINANCES OF PENNSYLVANIA.

• The great extent of territory—being more than four times as large as Holland—the large number of the population, the fertility of the soil, the abundance of coal and iron, the navigable rivers and seaports of Pennsylvania, ought to render this state as rich and as honourable in fulfilling her public and private engagements as any country in the world. If we have extolled the dignified public and private integrity of Massachusetts, a state, the greater part of which is naturally barren—and of New York, and the other states north-east of the Delaware:—if we have in a former work described the public and private honour of the people of Holland, in all periods of their history, it is painful to be compelled to refuse that tribute of respect to the citizens of the country founded by William Penn. That there are among them, many who are as honourable and as virtuous as among the best people in the world, we readily admit, and we know that this is a fact. But let not the most honest or the most virtuous among them, soothe themselves with the belief, that they are not, by the world, classed with the delinquents. They may, on the contrary, rest assured, that a knowledge of the productive resources of the state they inhabit,—and of the power that the people have, by their suffrages, to pass honest laws, and to raise an adequate revenue, will, until they purge themselves of the obligations which they continue to refuse to fulfil, cause every citizen of Pennsylvania to be viewed with distrust,—and in the moral scale, far, immeasurably far, beneath the citizens of New England, New York, New Jersey, Delaware, and the other states, who have sacredly paid their debts. We have lately heard revived that which was nearly forgotten, that an unwillingness to pay was an early characteristic of the inhabitants,—that they, from their defalcation in paying that which was more than due from them to the great and virtuous founder of the country, allowed him to suffer, in old age and infirmity, the bitter evils of poverty.

We would, therefore, urge upon every father, upon every mother, among the citizens of this delinquent state, however virtuous, they may be individually, to combine proudly and unceasingly, until they, by discharging that which is due by the whole to others, acquire an honest dignity among the nations of the earth. If they do not, although they may pay their individual debts, and live and die otherwise as virtuous men—as Christians—still the world will hereafter consider the children of the best among them, and their children's children, as the offspring of disreputable parents. We make these observations with no invidious feeling; we do so with sorrow, when we speak or write of the country planted by William Penn.

We believe, however, that the state debt of Pennsylvania will be paid; and shall add nothing further, than a view of the Resources, Finances, and Debts of the state, which we have taken altogether from American statements and accounts.

RESOURCES OF PENNSYLVANIA AND HER CREDIT.

The following statement is contained in an article published (in 1841) in the, "Harrisburg (Pennsylvania) Intelligencer," and presents various important facts, in reference to the resources and credit of the state.

"The state of Pennsylvania is inhabited by 1,724,033 free people, industrious and enterprising. In 1790, the number was only 434,373.

"We have more than 28,000,000 of acres of land, and under better cultivation than any in this union, and constantly improving. It is worth at least 700,900,000 dollars. We have more than 300,000 houses, worth 300,000,000 dollars; and barns, workshops, stores, furnaces, forges, factories, and mills, worth 200,000,000 dollars more. Nor has our public debt been contracted for nothing. Our railroads and canals extend, not only to our coal and iron mines, but are designed to connect the waters of the great lakes and the great Ohio and Mississippi valleys, with the waters of the Delaware and the Chesapeake. They intersect the state in every direction, from west to east and from north to south. Including state and company works, we have more than 1000 miles of canals and 700 miles of railroads completed, and in operation, and costing more than 100,000,000 dollars. Some portions of these works are not yet profitable, in consequence of the unfinished links, and yet the tolls will this year, on the state works of about 700 miles, exceed 1,000,000 dollars.

"The value of the anthracite coal mines upon the Schuylkill, the Lehigh, the Swatara, the Wisconsin, the Shamokin, the Susquehanna, and the Lackawanna, which are but just beginning to pour down their mineral wealth to the markets upon the ocean, is incalculable. In 1820 the trade commenced, and 365 tons were sent to market from the Lehigh. In 1825 the trade commenced upon the Schuylkill. The Schuylkill canal was then finished. There are now about fifty-five miles of railroads, branching from the canal to the several mines, and forty-five miles of railroads under ground. About 1800 cars are employed in conveying the coal from the mines to the canal, and between 800 and 900 boats are used in conveying the coal to Philadelphia. The arrivals of vessels annually in the Schuylkill, for the conveyance of Schuylkill coal to other states, will number about 3100. 170 sloops, schooners, and barges, arrived in two days last week. The Schuylkill mines will this year produce more than 500,000 tons, and the other anthracite mining districts about the same quantity, making 1,000,000 tons, of which about 800,000 tons will be exported to other states.

"The coal trade is yet in its infancy, and increasing rapidly. The use of anthracite coal in steamboats is taking the place of wood in the eastern waters, and will be used in the steamers of the ocean as the cheapest and safest fuel. It is also coming into use in driving machinery and making iron. The mines upon the Swatara are capable of producing as much as the Schuylkill, and so are those of the Lehigh, the Wisconsin, the Shamokin, and the Susquehanna; and the Schuylkill is capable of producing four times the amount that is now mined. Improvements will soon be completed in all these mining districts. What then will be the annual worth of the anthracite coal of Pennsylvania that will be carried upon her public works?

"But we have not only anthracite, but, according to our state geologist, more bituminous coal than all Europe. Our state canals intersect this bituminous coal field in all directions. All Europe contains about 2000 square miles of bituminous coal land. Pennsylvania has 10,000 square miles, or 6,400,000 acres. It is estimated, by our state geologist, that the great western bituminous coal field of Pennsylvania contains *three hundred thousand millions of tons!* Ten thousand times more than England, Scotland, Wales, and Ireland."

"This vast mineral wealth, without the public improvements, would have been dead capital for ever. According to the returns of the county commissioners to the secretary of the commonwealth, there were mined, in 1838, in Pennsylvania, west of the Alleghany mountain, more than 2,000,000 tons of bituminous coal! Not one ton of this reached the Atlantic market. About nine-tenths of it was consumed in domestic purposes at home, in furnaces and rolling mills, and in driving machinery. One-tenth, or 200,000 tons, were shipped down the Ohio and the Mississippi. What this trade will be when the great valley is filled with population, wealth, and refinement—when Western Pennsylvania becomes the manufacturing dependence of the western states—can hardly be conjectured.

"Nor is this great bituminous coal field entirely separated from the Atlantic. We have abundance of bituminous coal, the nearest in the United States, of any quantity, to tidewater. The Virginia and Maryland mines on the Potomac, are from 180 to 200 miles from sloop navigation at Georgetown. The completion last year of the tidewater canal from Havre-de-Grace, in Maryland, to the Pennsylvania canal at Columbia, has this year, for the first time, opened a navigation for the bituminous coal of the Juniata, and the west branch of the Susquehanna, to the Chesapeake. It is estimated that the trade will this year reach 100,000 tons. The amount is unlimited which can be sent from these places on our canals to market. A railroad has been constructed,

forty miles long, from the northern end of our coal basin to Corning, on the Chemung canal of New York, leading into the Seneca lake. There are now six locomotives, and between 300 and 400 cars on this road, conveying coal from our Blossburg mines into the state of New York.

"The quantity of iron produced in Pennsylvania is equal to about one-third of the product of the whole union. Her iron is superior in quality to any other. According to the remarks of the Hon. John Irvin, in a late speech in congress, we had, in 1839, 210 charcoal furnaces, producing 98,356 tons of pig metal, and 70,000 tons of this was converted into bar iron by forges and rolling mills. More than 15,000 workmen, together making 90,000 people with their families, consume annually 7,000,000 dollars, worth of agricultural produce and merchandise. The number has increased greatly since by the establishment of anthracite furnaces.

"The amount of bar and pig iron is now worth about 7,000,000 dollars. According to the returns to the secretary of the commonwealth, there was manufactured, in 1838, 50,558 tons of castings in thirty-six counties, valued at 5,805,599 dollars. Add estimated value of cast iron in sixteen counties, at least 1,194,401 dollars, and the amount of bar, pig, and cast iron in Pennsylvania is worth 14,000,000 dollars. A considerable amount of Jersey iron is made into castings and rolled into bars in Philadelphia, and a quantity of the pigs of Western Virginia, Ohio, and Kentucky are made into castings and rolled into bars at Pittsburg.

"Having now glanced at some of the sources of the great wealth of our state, we will enumerate the following items taken from the returns of the marshals in taking the late census, from the returns of the commissioners to the secretary of the commonwealth, and other sources. The returns of the marshals are much too low, owing to a neglect of duty on their part, and the great reluctance on the part of the people to answer the questions put to them, it being circulated, for party purposes, that it was a forerunner of direct taxation by the general government. We have, however, taken these returns for our calculations, in most instances. The amount of the products of the dairy, and also the value of lumber annually produced in Pennsylvania is so manifestly untrue, that we have taken the returns of the county commissioners to the secretary of the commonwealth as our authority.

	dollars.
Value of land in Pennsylvania, including mines (28,000,000 acres)...	700,000,000
Value of 300,000 houses.....	300,000,000
Value of barns, workshops, stores, taverns, forges, and factories	200,000,000
1700 miles of canals and railroads	100,000,000
Total real estate	1,300,000,000

"Here is real estate to the amount of 1,300,000,000 dollars. A tax of three per cent upon it would pay the 35,000,000 dollars of the public debt of Pennsylvania in a single year, and leave in the treasury 4,000,000 dollars besides.

"The state has laid a tax, which is estimated by William B. Reed, an intelligent state senator from Philadelphia, to produce annually, 1,800,000 dollars; more than enough to pay the interest on our debt. The tolls on our public works will this year exceed 1,000,000 dollars, which sum, will from year to year increase, and the dividends, from bank stock, auctions, &c., will far more than defray the expenses of the government. Where, then, is the cause for alarm or despondency? Besides all this, the bill for the distribution of the proceeds of the public lands among the states must pass congress, and Pennsylvania will be entitled to a tenth of the whole. The quantity of public lands to which the Indian title is extinguished, after deducting the reserves to the new states, and which remains unsold, exceeds 220,000,000 of acres, and the quantity to which the Indian title has not yet been extinguished, exceeds 730,000,000 of acres.

"The personal property in the state we shall not undertake to estimate. We select the following items,

• Neat cattle	1,146,413
Sheep	3,396,431
Swine	1,450,531
Horses and mules	338,565

"Let us now look at the annual products of the state. We produce one-sixth of all the wheat in the union.

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
		dollars.			dollars.
Wheat.....bushels	13,029,756	13,029,765	Mutton and veal, estimated.	....	9,800,000
Rye.....do.	6,293,447	3,776,008	Poultry and fish, estimated..	....	2,000,000
Corn.....do.	13,696,619	6,646,309			
Oats.....do.	18,036,447	5,416,033	Total amount of food.....	....	86,317,821
Buckwheat.....do.	1,971,928	985,904	Hay, 1,190,963 tons.....	....	11,999,030
Harley.....do.	178,100	106,650	Wool, 3,077,783 lbs.....	....	1,230,713
Potatoes.....do.	8,626,923	2,156,731	Lumber, pine sawed in 699		
	61,955,250	32,317,521	townships sold, feet.....	238,511,400	
Butter sold in 699 town-			Estimated quantity sold in		
ships.....lbs.	8,291,835		361 townships.....	161,486,600	
Estimated quantity sold in			Estimated quantity unsold..	400,000,000	
361 townships.....do.	3,808,165			800,000,000	8,000,000
Butter consumed by pro-					
ducers.....do.	30,000,000		Unseasoned timber, shingles,		
	50,000,000	12,500,000	and staves, sent to market	342,068	
Cheese sold in 699 town-			in 699 townships.....		
ships.....do.	385,708		Estimated quantity sold in		
Estimated quantity sold in			361 townships.....	157,932	
361 townships.....do.	114,292		Estimated quantity con-		
Consumed by producers ..do.	1,500,000		sumed at home.....	1,500,000	
	2,000,000	1,500,000		2,000,000	2,000,000
Milk more than .....	....	1,000,000	Other agricultural products..	....	15,000,000
Orchards and gardens, more					
than.....		3,000,000	Total agricultural products		
Beef sold in 699 townships, lbs.	35,535,186		in the state.....	....	124,547,864
Estimated quantity sold in			Pig, bar, and cast iron.....	....	14,000,000
361 townships.....do.	14,464,804		Anthracite coal mined.....	....	5,000,000
Consumed by producers,			Bituminous coal ditto.....	....	4,000,000
say three-fourths	150,000,000		Cotton, woollen, iron, lea-		
	200,000,000	14,000,000	ther, hats, engines, and		
Pork sold in 699 townships, do.	19,892,312		other manufactures, at		
Estimated quantity sold in			least.....	....	13,000,000
361 townships.....do.	10,107,088				
Consumed by producers,			Annual products of Penn-		
say four-fifths.....do.	120,000,000		sylvania .....	....	160,547,864
	150,000,000	10,500,000			

"Thus it will be seen, that the annual products of the state exceed *one hundred and sixty millions of dollars*, one per cent on which will pay the interest of our state debt.*

"To conclude, who does not feel proud of this picture of Pennsylvania? She has all the resources of a great nation within herself, for happiness in peace, for power in war. She is capable of maintaining 30,000,000 of people within her borders, of feeding and clothing them herself, and making the surrounding states her tributaries. Her water power upon the Susquehanna and her hundred branches, upon the Delaware and Schuylkill and their tributaries, and upon the streams that make up the Alleghany and Monongahela, is capable of performing the labour of 400,000,000 men. What her steam power can do in her anthracite coal fields, and upon her 10,000 square miles of bituminous coal lands, let the scoffers at her credit calculate. She paid her semi-annual interest in specie on the first day of August, and this in the very crisis of the financial difficulties of the country, before our tax could be made available. A safer and better investment cannot be made than in the public stocks of Pennsylvania. They are based upon resources that will be permanent for ever. Those who depreciate them, are either ignorant of their value, or dishonest enough to speculate upon the timid. There are no people in the world who have so many advantages and so few burdens. The public debt is a trifle in this rich and powerful commonwealth. *We can pay it, and never feel the burden. Our population is industrious, thriving, and honest.*" (?)—Why, therefore, not prove to the world that you are honest? You are able, you say, yet you do not pay your debts. The world will never acknowledge that you are honest, until you pay what you owe.

* Governor Porter, of Pennsylvania, states in his recent message (January, 1845), that the whole amount of tax assessed for the past four years at 3,013,742 dollars, of which only 1,825,050 dollars has been received, leaving 8,188,674 dollars still outstanding on the 1st of December. Of this sum, together with the 800,000 dollars outstanding for 1844, the Governor thinks 1,260,000 dollars will be received; and that,

"If the provisions of the act of 1844 be fairly carried into effect, in the valuation of property, and the collection and prompt payment of the tax be enforced, the annual revenue hereafter to be derived from that source will amount to at least 1,500,000 dollars. This sum, with the other resources of the Commonwealth, will be entirely adequate to furnish the necessary amount to discharge the interest upon the public debt, and thus ensure the fidelity of the State to her engagements."

The following statements prepared from official accounts, are taken from the "United States Almanac," edited by Freeman Hunt, Esq., from "Hunt's Merchants' Magazine;" and from the "Boston Americans' Statistical Almanac" for 1844 and 1845.

TABLE of the Progress of the Debts of the State of Pennsylvania.

YEARS.	Total of State Liabilities at the close of each Year.	Pennsylvania Debt at the close of Year.	YEARS.	Total of State Liabilities at the close of each Year.	Pennsylvania Debt at the close of Year.
	dollars.	dollars.		dollars.	dollars.
1825.....	7,737,770	1,080,000	1834.....	8,584,525	22,920,402
1826.....	7,844,770	1,980,000	1835.....	8,007,035	24,400,002
1827.....	8,250,155	2,980,000	1836.....	8,005,765	24,400,002
1828.....	8,450,155	5,780,000	1837.....	7,954,114	24,400,002
1829.....	8,516,013	8,370,000	1838.....	11,953,852	25,200,002
1830.....	8,635,035	12,070,000	1839.....	14,025,738	31,724,002
1831.....	8,865,645	14,965,001	1840.....	18,345,309	35,936,002
1832.....	9,427,145	17,614,341	1841.....	21,960,053	39,508,147
1833.....	8,127,036	20,655,002			

The total receipts during the year ending November 30, 1842, including a balance of 1,110,884 dollars 25 cents, on hand from the last year, were 3,890,540 dollars 64 cents. The principal items were as follow :

	dollars. cts.		dollars. cts.
Loans	934,764 83	Tax on stocks	37,088 29
Auction duties, &c.	77,387 38	" real or personal estate	486,635 85
Dividends on stocks	35,778 79	Tavern licences, &c.	50,275 59
Tax on bank dividends	44,950 50	Tolls, canal, and railroad	907,093 12
Collateral inheritance tax	34,717 44	Retailers' licences	44,178 57

The payments during the year amounted to 3,336,359 dollars 51 cents; leaving a balance, December 1, 1842, of 554,181 dollars 13 cents. The chief items of expenditure were as follow :

	dollars. cts.		dollars. cts.
Commissioners of Internal Improvement Fund	1,987,352 29	Common schools	247,606 55
Domestic creditors	209,589 43	Loans paid	221,394 33
Pensions and gratuities	44,151 06	Interest on other loans	44,767 79
Government expenses	329,337 61	Colleges, academies, &c.	46,077 06

In 1841, the assessed value of real estate, horses, cattle, &c., was 343,687,422 dollars; of personal property, 24,969,566 dollars. The state tax was assessed at 582,828 dollars 53 cents.—*From the Report of the Auditor-General, January 2, 1843.*

The following exhibits the Debt of the State of Pennsylvania, as reported in the Governor's Message in January, 1843.

The whole amount of the present funded debt of the state, exclusive of the deposit of the surplus revenue, is 37,937,788 dollars 24 cents. This debt is reimbursable as follows :

	dollars. cts.		dollars. cts.
Balance of loan per act of the 14th of April, 1838	15,000 00	In the year 1862	2,265,400 00
In the year 1841	56,022 60	" 1863	200,000 00
" 1842	62,500 00	" 1864	2,515,000 00
" 1846	1,194,242 08	" 1865	2,756,610 00
" 1847	72,335 06	" 1868	2,524,000 00
" 1850	1,000,000 00	" 1870	1,957,362 15
" 1853	2,000,000 00	At the expiration of certain bank charters	575,737 50
" 1854	3,000,000 00	Interest due the 1st of August last, for which certificates have been issued, redeemable in Aug., 1843.	871,075 53
" 1856	2,783,161 53		
" 1858	7,076,661 44	Total..... dollars	37,937,788 24
" 1859	1,250,000 00		
" 1860	2,648,690 00		
" 1861	120,000 00		

This debt has been contracted for the following purposes, viz. :

	dollars. cts.	dollars. cts.		dollars.
For canals and railways	30,533,629	15	Value of public buildings of all kinds, bridges, gas, and water-works.....	29,746,32/
To pay interest on public debt.	4,410,135	03		
For the use of the treasury ...	1,571,689	00	Total value of real estate	1,400,000,000
Turnpikes, state roads, &c.	930,000	00		
Union canal	200,000	00	PERSONAL PROPERTY.	
Eastern penitentiary	120,000	00	Value of 365,129 horses and mules, at 60 dols.	21,907,740
Franklin railroad	100,000	00	" 1,172,005 neat cattle, at 15 dollars ...	17,589,975
Pennsylvania and Ohio canal	50,000	00	" 1,767,620 sheep, at 2 dollars 50 cents.	4,419,450
Insane asylum	22,335	06	" 1,503,984 swine, at 3 dollars 50 cents.	5,263,874
			" poultry.....	685,801
The value of our public improvements esti- mated at cost, is	37,537,788	24	" furniture of 300,000 houses, includ- ing plate, jewelry, watches, cloaks, and wearing apparel.....	135,000,000
The state owns bank stock, which cost at par.	2,108,700	00	Value of carriages, stages, waggons, farmers' implements, mechanics' tools, books of all kinds, ships, brigs, barges, schooners, canal boats, railroad cars, stationery and loco- motive steam-engines and steamboats	300,000,000
" turnpike and bridge stock ..	2,436,262	45	Value of goods, wares, merchandise, stocks, money, and all other personal property, at least	215,133,160
" canal and navigation stock..	842,778	66	Value of personal property.....	700,000,000
" railroad stock	365,276	90		
Money due on unpatented lands, estimated at	1,000,000	00	Total value of the state.....	2,100,000,000
	37,686,617	16		

The foregoing does not include the amount due to domestic creditors; and a portion of the property included in the statement has since been disposed of at public auction.

REAL ESTATE.

The Value of the Real Estate and Personal Property in Pennsylvania, according to an Estimate made from the Returns of the Marshals in taking the late Census, and from Returns of the County Commissioners, is stated as follows, in an Article published in the "Protector":

	dollars.
Value of 30,080,000 acres of land in Pennsylv- ania, including water-power, quarries, mines of iron, salt, coal, and all other minerals	752,000,000
Value of 300,000 dwelling-houses	300,000,000
" barns, workshops, stores, furnaces, rolling-mills, forges, and factories	248,000,000
" 2165 miles of railroads and canals..	70,255,673

ANNUAL PRODUCTS.
In the same article the estimated value of the annual products is as follows:

	dollars.
Value of 113,395 tons of pig iron, at 30 dols. .	3,401,850
" additional, by various manufactures	17,852,283
" anthracite coal mined	8,000,000
" bituminous coal mined	4,000,000
" agricultural products	126,620,617
" manufactures, except iron	43,151,843
Annual products of the state	200,026,593

FINANCES of the State in 1843; from the "American Almanac" for 1845.

	dollars. cts.
Total amount received in 1843.	3,404,434 37
Total amount expended in 1843	3,523,324 02

Principal Items of Expenditure.		Chief Sources of Income.	
	dols. cts.		dols. cts.
Salaries of executive officers.	14,100 00	Taxes on estates.....	554,452 06
" the judiciary	69,566 07	Tax on bank dividends.....	25,529 76
Other ordinary expenses of government	200,000 00	Income of public works	1,449,244 19
Internal improvement	747,263 2	Miscellaneous	6,645 76
Common schools.....	339,777 32	Auction commission.....	29,310 50
Charitable establishments..	20,618 73	Auction duties.....	50,061 78
Miscellaneous	8,607 68	Tavern licences	47,000 10
Domestic creditors	1,261,236 78	Duties on dealers in foreign merchandise	63,857 24
Militia expenses.....	42,448 59	Collateral inheritance tax ...	22 337 05
Pensions and gratuities ..	46,007 76	Tax on certain offices	3,668 12
Loans and interest paid	135,046 17	" writs	37 769 86
Cancelled notes	508,000 00	" corporation stocks	38,510 79
		Sales of stocks in 1843	1,395,411 84

DEBTS and Property.

DEBT, April 1, 1844.		PROPERTY of the Commonwealth.	
	dollars. cts.		dollars. cts.
Six per cent stocks	4,331,013 99	Stock in sundry corporations, (par value)	2,002,567 56
Five per cent ditto	32,934,763 73	Public works, (cost of construction),	28,616,375 01
Four and a half per cent ditto	200,000 00	Public buildings and grounds at Harrisburg (estimated)	250,000 00
Relief notes, at one per cent interest	1,292,449 68	Money due on lands unpatented (es- timated).....	200,000 00
Loan, six per cent.....	171,636 00	State arsenals, powder magazine, &c., (estimated).....	100,000 00
Domestic creditors, scrip outstanding	....	
Interest on loans, due Feb. 1st, 1844.	....	
	40,051,794 18		31,168,972 57

"The tax bill, which passed both houses of the legislature, in 1844, has received the signature of Governor Porter, and has consequently become a law. It levies a tax of three mills on every dollar of the valuation of real and personal property in the state, which it is estimated will exceed 600,000,000 dollars. The tax, of course, will amount to over 1,800,000 dollars. The revenue derived from other taxes will amount to 400,000 dollars, and the net income of the public works, is estimated, at the minimum, at 550,000 dollars, making an annual revenue, in all, of 2,750,000 dollars. The interest on the public debt of every description, is about 2,000,000 dollars, and the expenses of government, including appropriations to the public schools, less than 600,000 dollars. Ample provision is, therefore, made to enable the state hereafter to meet its engagements, and for the restoration of the public credit."

NAVIGATION AND TRADE OF PENNSYLVANIA.

The foreign trade of Pennsylvania was of no importance until after colonisation by William Penn, in 1682. The following account of the navigation and trade of Pennsylvania, is condensed from an interesting and able article, written for "Hunt's Merchants' Magazine."*

"Prior to Penn's embarkation for America, he disposed of 20,000 acres of land to an association, entitled the Free Society of Traders of Pennsylvania, which was formed in England, and confirmed by patent, for the avowed purpose of promoting the interests, not only of the stockholders of the company, but of all concerned in the trade of the colony. This company attempted to establish various manufactures and other industrial pursuits in the province. In a letter from Penn to the committee of the society, residing in London, dated 'Philadelphia, 16th of 6th month, called August,' we find mention made of a tannery, a saw mill, and a glass house, a whalery, and a dock, as belonging to it; and also that Penn advised them to attempt the culture of the vine for wine, and the manufacture of linen. These attempts to introduce the culture of the vine, the manufacture of glass and linen, and the whale fishery, amongst the colonists, did not prove successful; of the further operations of the company we know little or nothing.

"In the first year of the establishment of the colony, twenty-six ships arrived with passengers and emigrants, and forty trading vessels great and small. These latter were, no doubt, laden with provisions, furniture, and stores of various kinds for the colonists, and took little if any export cargo. In the next two years, twenty-four more ships arrived with emigrants. For the first few years the attention of the settlers was, necessarily, very much engrossed by the clearing of land, and the culture of grain, for the consumption of the colony; but 'trade and commerce, in which the Quakers were known to excel,' soon claimed their notice. A trade was opened with the Indians, for furs and skins; and the culture of tobacco was carried on so extensively, that in one year, (1688-9,) there were exported fourteen cargoes of the weed. In this branch of agriculture, however, Virginia and Maryland were found two powerful rivals; and it was soon abandoned for the culture of wheat, barley, oats, rye, &c., and the grazing of cattle and cutting of timber; the exports of the province undergoing a corresponding change.

"The war between England and France, commencing in 1688 and terminating in 1697, operated injuriously on the interests of the colony. About the latter end of this period, we find allusion made to the poverty of the province, and to the impediments to its commerce, consequent upon the war; and it is stated, that 'in Philadelphia even, pieces of tin and lead were current for small change.'

"The course of trade, from this early period until the separation of the province from the British empire, appears to have undergone but little change, although extended in its range. The exports, consisting of grain, salt provisions, pipe staves, &c., and at a later date, including flour, bread, flaxseed, iron, &c., were not wanted in England, at that time a great grain-exporting country; but found a market in the neighbouring provinces and the West Indies; and subsequently also in Portugal, Spain, several European and African ports in the Mediterranean, and the various groups of islands in the North Atlantic adjacent to Africa. The returns from these various branches of foreign trade, excepting a small portion required for the consumption of the province and its trade with the Indians, were all carried to England; or the produce received was sold in other foreign countries, and the proceeds remitted to England, where all the available funds of the province were required to pay for the manufactures imported thence, which, from

* As the British North American colonies were entirely independent of each other, until after the severance of their connexion with the mother country, the trade of Pennsylvania with the others, prior to 1776, is properly included in the foreign trade.

the restrictions imposed by parliament on manufacturing in the colonies, were to a very great amount, embracing almost every article of clothing, and household utensils, even of the most simple and common kinds.

"The following table exhibits the vast excess of imports over exports, in the trade of the province with Great Britain, from 1697 to the commencement of the war of independence, and also shows the effect of war and other operative causes, on the amount of importations.

"During the war between Great Britain on the one part, and France and Spain on the other, which continued from 1702 to 1713, the commerce of the province was exposed to repeated depredations by privateers. In 1707-8, the capture of vessels off the capes of the Delaware were so frequent, as almost wholly to interrupt the trade, which had in addition, about this period, to bear the exaction of dues for the privilege of navigating the Delaware, levied by order of Governor Evans, at a fort erected at New Castle.

"The war between Great Britain and Spain, in 1717 and 1718, does not appear to have materially affected the colony.

"The year 1722, was one of great commercial embarrassment in the province. The importations appear to have been too great, the country was drained of specie for remittance to England, and there was consequently a deficiency in the circulating medium. The payment of debts was procrastinated, lawsuits multiplied, produce was made a legal tender in payment of debts, executions for debt were stayed, the rate of interest was reduced from eight to six per cent, and the value of coin was raised twenty-five per cent. These measures naturally tended to destroy confidence in the results of all trading operations; but did not, as was intended, prevent the exportation of specie.

TRADE OF Pennsylvania with Great Britain, from 1697 to 1776, inclusive.

Y E A R S.	Exports to	Imports.	Y E A R S.	Exports to	Imports.
	Great Britain.			Great Britain.	
	£ sterling.	£ sterling.		£ sterling.	£ sterling.
*1697.....	3,347	2,597	1737.....	15,198	11,918
1698.....	2,720	10,704	1738.....	11,918	61,456
1699.....	1,477	17,064	1739.....	8,134	34,452
1700.....	4,608	18,529	1740.....	15,048	56,751
1701.....	5,220	12,003	1741.....	17,158	91,010
1702.....	4,145	9,342	1742.....	8,527	75,295
1703.....	5,100	9,899	1743.....	9,596	79,340
1704.....	2,130	11,810	1744.....	7,146	62,214
1705.....	1,309	7,206	1745.....	10,130	54,280
1706.....	4,210	11,037	1746.....	15,779	73,695
1707.....	786	14,365	1747.....	3,432	82,404
1708.....	2,120	6,722	1748.....	12,363	75,330
1709.....	617	5,881	1749.....	14,944	238,037
1710.....	1,277	8,594	1750.....	20,191	217,713
1711.....	38	19,408	1751.....	23,870	190,917
1712.....	1,471	8,464	1752.....	29,978	201,668
1713.....	178	17,037	1753.....	38,527	245,644
1714.....	2,063	14,927	1754.....	30,649	244,647
1715.....	5,461	16,182	1755.....	32,336	144,466
1716.....	5,193	21,842	1756.....	20,095	200,169
1717.....	4,499	22,505	1757.....	14,190	168,426
1718.....	5,588	22,716	1758.....	21,383	260,953
1719.....	6,564	27,068	1759.....	22,404	498,161
1720.....	7,928	24,531	1760.....	22,754	707,598
1721.....	8,037	21,548	1761.....	39,170	204,067
1722.....	6,882	26,397	1762.....	36,091	200,199
†1723.....	8,332	55,992	1763.....	38,228	284,152
1724.....	4,057	30,324	1764.....	36,256	435,191
1725.....	11,981	42,209	1765.....	25,149	361,368
1726.....	5,960	37,034	1766.....	26,851	327,314
1727.....	12,823	31,970	1767.....	37,641	371,830
1728.....	15,230	37,478	1768.....	56,406	432,107
1729.....	7,434	29,790	1769.....	26,111	190,909
1730.....	10,582	48,592	1770.....	38,109	134,881
1731.....	12,786	41,260	1771.....	31,615	788,744
1732.....	8,524	41,698	1772.....	25,183	507,909
1733.....	14,776	40,565	1773.....	36,652	426,448
1734.....	20,217	54,392	1774.....	69,611	625,632
1735.....	21,919	48,804	1775.....	175,962	1,866
1736.....	20,786	61,513	1776.....	1,421	866

* Peace established this year between England and France.

† First issue of government bills of credit in the province, to supply deficiency of currency occasioned by too large importations.

‡ Non-importation agreements were adopted in this year at most of the ports in the British North American colonies.

" To remedy the evil, in the latter part of this year, a scheme for a paper currency was first laid before the assembly of Pennsylvania; and in March following, after much controversy, a law was enacted for the issue of 15,000*l.* currency, in bills of credit of from 1*s.* to 1*l.* in value, to be loaned in sums of from 12*l.* to 100*l.*, at an interest of five per cent per annum, on pledge of real estate, ground rents, or plate, of double the value of the advance; said bills to be a legal tender. In the latter part of the same year, a further issue of 30,000*l.* was authorised. By this timely relief, and doubtless still more by the increase of industry and economy, induced by the recent hard times, the commerce of the province was soon revived.

" The effect produced may be observed, by reference to the amounts of imports and exports, as well as by the examination of the annexed statement of the commerce of the province, and tonnage built during these years.

YEARS.	Vessels Built.	Tonnage.	Vessels Cleared.	Tonnage.
	number.	tons.	number.	tons.
1719.....	....	....	128	4,514
1720.....	....	....	140	3,982
1721.....	....	....	111	3,711
1722.....	10	428	96	3,531
1723.....	13	507	99	3,042
1724.....	19	959	110	5,450
1725.....	....	....	140	6,665

" At various subsequent periods, in 1729, 1739, 1745, and 1746, acts were passed for creating or re-emitting bills of credit. In 1748, when the amount outstanding was 85,000*l.* currency, or 53,333*l.* sterling, a bill to increase the issues was brought before the assembly; but was postponed on account of an attempt, at that time being made in parliament, to restrain all the American colonies from issuing bills of credit as a circulating medium. In the bill which passed parliament in 1751, prohibiting the northern colonies from creating or reissuing bills of credit, except on extraordinary occasions, Pennsylvania was not included; her bills having remained at par, or nearly so, while those of Massachusetts, owing to excessive issues, had depreciated to less than one-seventh their original value. Encouraged by this favour shown them, the assembly, in 1752, prepared a bill for a fresh issue of 40,000*l.* Franklin, who was chairman of the committee to which the matter was referred, stated, in a very forcible and lucid manner, the advantages which had accrued to the province, and which might still be anticipated, from a moderate issue of paper currency; the measure, however, being in opposition to the wishes of the proprietaries, did not meet with the approval of the governor, but led to long and angry discussions between him and the assembly. No further issues were made until the war with the French on the western frontiers, in 1755, rendered them absolutely necessary. In 1730, the imports were to a very large amount, and, probably, to assist in liquidating claims on account of a portion of these, an insolvent law was passed. The exportation of the staples of the province, about this period, was as follows :—

YEARS.	Wheat.	Flour.	Bread.	Value of Wheat, Flour, Bread, and Flaxseed.
	bushels.	barrels.	casks.	£ sterling.
1729.....	74,800	35,438	9,730	62,473
1730.....	38,643	38,570	9,622	57,500
1731.....	53,320	56,639	12,430	62,592

" In this latter year, the population of Philadelphia was estimated at 12,000. The commerce of the province annually employed about 6000 tons of shipping; and about 2000 tons were annually sold in foreign ports, principally West Indian.

" The commerce of the province, from March 25, 1735, to March 25, 1736, was as follows :—

P O R T S.			P O R T S.		
Arrivals.	Clearances.		Arrivals.	Clearances.	
number.	number.		number.	number.	
London.....	11	10	Brought forward.....	107	124
Bristol, England.....	9	3	St. Christopher's.....	9	9
Liverpool.....	2	0	Newfoundland.....	3	1
Ireland.....	14	23	Boston.....	17	10
Gibraltar.....	1	6	Rhode Island.....	8	7
Lisbon.....	6	13	New York.....	4	2
Cadix.....	6	2	Maryland.....	7	13
Madaira.....	7	5	Virginia.....	5	5
Turk's Island.....	3	0	North Carolina.....	7	5
Antigua.....	20	20	South Carolina.....	1	13
Barbadoes.....	19	26	Georgia.....	1	1
Jamaica.....	9	16	Not specified.....	30	22
Carried forward.....	107	124	Total.....	190	212

"Of the arrivals, fifty-one were ships, thirteen snows, forty-four brigs, and the remainder smaller vessels.

"Hostilities between Great Britain and Spain were recommenced in 1739; and in the following year, the enemy kept several privateers off the American coast, which cruised successfully against the colonial commerce. In 1743, war was declared between Great Britain and France. In 1746, the enemy, finding the Delaware unprotected, made many captures, ascending the river as high as New Castle, and even threatening Philadelphia. In May, 1748, the city was again thrown into a state of great alarm, and batteries were erected for its defence, owing to the appearance of a Spanish privateer in the bay. To retaliate in some measure upon the enemy, two privateers, the Wilmington and the Delaware, were fitted out and sent on a cruise.

"The restoration of peace, in 1749, gave a powerful impulse to commerce. The imports from Great Britain, in this one year, were nearly equal in amount to those of any three consecutive years preceding. The values of exports of wheat, flour, bread, and flaxseed, were as follow:— in 1749, 148,104*l.* currency; in 1750, 155,175*l.*, and in 1751, 187,457*l.*; and the number of vessels cleared from 1749 to 1752, averaged annually, 408; the population of Philadelphia being estimated at 15,000. This activity in trade continued, despite the refusal of the governor to increase the paper currency, until the difficulties with the French and Indians on the western frontier, in 1755.

"During the continuance of the *seven years' war* (which was commenced by a collision between the English and French troops on the western frontier of Pennsylvania, in 1755, although war was not declared until the following year), the commerce of the province suffered severely; the value of imports from Great Britain, varying from 141,456*l.* sterling in 1755, to 707,998*l.* sterling in 1760. This latter sum, it is probable, from its vast amount, included military stores. Serious losses were occasioned to the mercantile community, by the provincial government prohibiting the exportation of provisions and military stores to French ports, in 1756 and 1757.

"The restoration of peace with France and Spain, in 1763, removed many restrictions from commerce; but found the province burdened with a heavy debt, incurred in carrying on the war, her people impoverished, her merchants largely indebted to those of the mother country for goods imported, and trade generally depressed.

"The continuance of difficulties with the Indians on the western frontier, after the restoration of peace with France, for some time kept the province in a state of excitement (the boldness of the incursions alarming even the Philadelphians), and tended to increase the embarrassment of trade.

"The effect of these disturbing influences had not passed away, when the British parliament, in 1764, commenced a course of injustice and oppression towards the North American colonies, which at length forced them into open rebellion, and resulted in their independence. With a fixed determination to resist the collection of all taxes imposed without their consent, the colonists met the repeated attempts of the home government to force these odious measures upon them, by non-consuming and non-importation agreements, and at length by open resistance. Our limits preclude more than a passing notice of these exciting events, which, however, are detailed in every history of the American revolution. The influence of the non-importation agreements on commerce, may be seen by contrasting the value of imports from Great Britain, in 1769 (199,909*l.* sterling), when these agreements were generally adopted throughout the rebellious colonies, with that of the imports in 1771 (728,744*l.* sterling), when the non-importation restrictions were removed, save in reference to tea.

"The following view of the trade of the province, given by Franklin, in 1766, during his examination before the British House of Commons, in reference to the repeal of the stamp act, shows it to have been so completely tributary to that of Great Britain, as to leave little cause for regret at the separation of the two governments, which shortly followed. The imports from Great Britain into the province, he says, are computed at more than 500,000*l.* sterling, annually, and the exports to Great Britain at only 40,000*l.* sterling, the balance being paid by the produce of the province, carried to the British, French, Spanish, Danish, and Dutch West India Islands; to New England, Nova Scotia, Newfoundland, Carolina, and Georgia; and to different parts of Europe, as Spain, Portugal, and Italy; for which either money, bills of exchange, or other commodities, suitable for a remittance to England, are received. These, together with the profits of the merchants and mariners, as well as the freights earned in their circuitous voyages, all finally centre in Great Britain, to pay for British manufactures used in the province, or sold to foreigners by the American traders.

"Notwithstanding the measures of the home government, calculated, if not intended, to injure the province, her resources were rapidly developed; and commerce, despite the many vexatious restrictions imposed, prospered, until stopped by a state of open warfare. We append a statement of the commerce in the years 1771, 1772, and 1773; the exports in the years 1774 and 1775, being to a still greater amount.

Y E A R S.	VALUE OF EXPORTS.	CLEARANCES.		Total Tonnage.
		Square rigged Vessels.	Sloops and Schooners.	
1771.....	£ 631,554	361	391	46,654
1772.....	784,254	370	390	46,841
1773.....	726,135	426	370	46,972

" From 1776 until 1783 Pennsylvania had little or no foreign trade ; her merchants, however, were not idle ; but amongst the foremost in patriotically sustaining the struggle for independence, by their example, their money, and their personal services.

" The first bank established in the United States, was opened at Philadelphia, July 17, 1780, under the title of the Bank of Pennsylvania, with a capital of 300,000*l*. currency ; the especial object of its creation being to supply the army with provisions. This bank, we believe, continued in existence until the Bank of North America went into operation, January 7, 1782. The latter was the only bank in Pennsylvania, until the United States Bank commenced business, in 1791.

" With the restoration of peace, in 1783, commerce was resumed ; but much remained to be done, in order to place it in a prosperous condition.

" A new era now opened to the commerce of the United States, in which the wars occasioned by the French revolution exerted a most powerful influence. By reference to the following table of imports, exports, duties, drawbacks, tonnage, and arrivals, from 1791 to 1841 inclusive, the effect produced on the foreign trade, by causes to which we shall allude, may be noted.

" In 1792, France commenced her wars with the other European powers, and, excepting an interval of peace of about fourteen months, in 1802-3, continued them without intermission until the abdication of Napoleon in 1814. On the return of the emperor in 1815, hostilities were renewed, and finally terminated in this year.

" The vast numbers, in Europe, diverted from agricultural and other industrial pursuits by these wars, created a large market for the produce of Pennsylvania ; while the immense naval armaments of the combatants, in all parts of the ocean, rendering it necessary to employ neutral ships to carry the produce of the French, Spanish, and Dutch colonies to the parent states, gave profitable employment to a large amount of her tonnage. Nor did her merchants rest satisfied with acting merely as carriers ; they embarked in the trade on their own account, and also imported largely from China and India, for re-exportation to European markets ; that is, in 1806, there arrived at Philadelphia from Canton, twelve ships and one brig, of an aggregate tonnage of 4226 tons, all with very valuable cargoes. Large fortunes were rapidly made ; and many persons, before engaged in other employments, were induced to turn merchants. The commerce of the United States prospered to a degree unprecedented in the history of any nation, and in this prosperity Philadelphia, through which passed the whole foreign trade of the state, shared largely, her population increasing from 42,000 in 1790, to upwards of 96,000 in 1810.

" Shortly after the declaration of hostilities between France and England, these two nations commenced issuing decrees and orders in council, and laying embargoes of a most unjust and arbitrary character, for the avowed purpose of restricting the trade of neutrals with the enemy. Nor were the two great maritime powers of Europe alone in these restrictive measures ; but by their influence or commands, Spain and other European governments followed in their footsteps.

" In 1794 a treaty was concluded with England, by which she engaged to pay 10,000,000 dollars to the United States, as a compensation for property illegally taken, under her orders in council.

" In 1798, in consequence of the arbitrary measures of the French government, commercial relations between the United States and that nation were suspended, and partial hostilities followed, but no declaration of war ensued. These difficulties were settled by treaty in 1800.

FOREIGN Commerce of Pennsylvania, from 1791 to 1842 inclusive.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks on Foreign Merchandise re-exported.	Registered Tonnage.
	Domestic Produce or Manufacture.	Foreign Produce or Manufacture.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....	....	....	3,436,693	....	1,475,428	8,976	83,898
1792.....	....	....	3,820,662	....	1,138,863	87,753	65,212
1793.....	....	....	6,958,636	....	1,936,337	102,669	60,425
1794.....	....	....	6,643,092	....	2,000,081	802,447	67,895
1795.....	....	....	11,518,360	....	3,083,109	752,539	83,024
1796.....	....	....	17,213,860	....	5,646,271	1,886,065	90,569
1797.....	....	....	11,440,291	....	2,307,804	1,086,839	88,401
1798.....	....	....	8,915,463	....	2,086,714	1,018,127	85,477
1799.....	....	....	12,431,967	....	2,224,313	953,264	90,944
1800.....	....	....	11,349,679	....	2,181,101	1,785,109	95,632
1801.....	....	....	17,438,193	....	3,702,898	1,540,701	100,036
1802.....	....	....	12,677,475	....	2,727,365	1,297,602	64,637
1803.....	4,021,214	3,004,496	7,525,710	....	2,210,715	561,041	67,629
1804.....	4,178,713	6,851,444	11,030,157	....	3,507,038	872,238	71,199
1805.....	4,365,240	9,397,012	13,762,252	....	3,652,347	1,319,809	77,239
1806.....	3,765,313	13,449,389	17,674,702	....	5,106,657	2,002,551	86,728
1807.....	4,809,616	12,045,128	16,864,744	....	5,197,806	2,012,543	92,305
1808.....	1,066,527	4,810,803	6,016,330	....	2,598,073	804,598	106,622
1809.....	4,238,258	4,810,803	9,049,211	....	2,316,630	879,527	109,629
1810.....	4,751,634	6,241,764	10,993,398	....	3,332,377	510,328	78,518
1811.....	5,604,447	3,865,670	9,560,117	....	2,264,635	273,936	71,281
1812.....	4,660,457	1,213,293	5,973,750	....	503,503	186,821	64,637
1813.....	3,249,023	827,494	3,777,117	....	277,767	3,227	64,183
1814.....	....	....	....	....	7,199,009	95,806	77,199
1815.....	3,509,551	1,024,308	4,593,919	....	6,285,435	746,636	7,731
1816.....	4,486,329	2,709,017	7,196,246	....	3,307,700	702,819	80,512
1817.....	5,838,003	3,197,589	8,735,592	....	4,540,380	788,574	58,201
1818.....	5,045,901	3,713,501	8,759,402	....	3,634,630	570,274	59,626
1819.....	2,919,679	3,374,109	6,293,788	....	2,703,492	535,703	69,438
1820.....	2,948,879	2,794,670	5,743,549	8,158,922	2,719,990	474,304	59,896
1821.....	2,836,387	4,659,890	7,496,277	11,974,170	3,648,745	310,956	61,237
1822.....	2,836,147	5,472,655	8,308,802	13,696,770	3,991,687	612,037	61,409
1823.....	3,139,850	6,477,383	9,617,232	11,865,531	4,311,928	939,322	62,771
1824.....	3,182,694	6,189,199	9,364,893	15,041,797	5,270,030	998,778	65,590
1825.....	3,036,133	7,333,848	11,269,981	13,551,779	5,183,724	1,251,405	63,443
1826.....	3,159,711	5,173,011	8,331,722	11,212,935	4,188,915	1,053,105	61,700
1827.....	3,391,290	4,184,537	7,575,823	12,284,408	5,082,344	802,474	66,840
1828.....	3,116,001	2,935,479	6,051,480	10,100,132	3,574,818	704,970	50,235
1829.....	2,617,162	1,472,783	4,089,935	8,702,122	3,542,977	516,311	47,979
1830.....	2,924,452	1,367,341	4,291,793	4,372,633	3,200,607	402,072	51,294
1831.....	3,504,302	1,919,411	5,513,713	3,501,397	2,985,278	607,527	49,722
1832.....	2,008,091	1,507,075	3,515,066	10,475,258	2,111,837	259,870	51,441
1833.....	2,671,300	1,407,651	4,078,951	12,469,937	2,508,281	101,812	51,598
1834.....	2,031,803	1,856,943	3,988,746	15,066,283	3,192,007	134,473	51,035
1835.....	2,416,029	1,328,176	3,744,205	11,680,111	....	....	39,056
1836.....	2,027,651	1,343,004	3,371,555	9,360,371	....	....	42,266
1837.....	2,565,712	1,275,887	3,841,599	15,050,715	....	....	48,569
1838.....	2,481,543	998,608	3,477,151	8,464,882	....	....	52,268
1839.....	4,148,211	1,151,204	3,299,415	....	....	....	47,380
1840.....	5,736,456	1,083,089	6,820,145	....	....	....	....
1841.....	4,404,863	747,638	5,152,501	....	....	....	....
1842.....	3,293,841	476,913	3,770,727	7,385,858	....	....	....

"The peace of Amiens, in 1802, restoring quiet to Europe, materially reduced the exports of Pennsylvania; but by the resumption of hostilities, in the following year, a fresh impetus was given to her commerce, which was only stayed by the embargo, to which we shall presently refer.

"Non-intercourse with Great Britain was resumed by the United States government, November 10, 1810, and, after several engagements between the armed vessels of the two nations, war was declared June 19, 1812, four days after of which the orders in council were repealed.

"During the war, the commerce of Pennsylvania was limited in its extent, and, in addition to the enemy abroad, had to contend with an evil at home; almost as disastrous in its effects, viz.: a deranged currency. With the expiration of the charter of the United States Bank, in 1811, a mania arose for the creation of banks, under the influence of which forty-one, with an aggregate capital of 17,000,000 dollars, were chartered by Pennsylvania, in 1814; thirty-seven of these going into operation. In the autumn of this year, a general suspension of specie payments, by all the banks south and west of the New England states, followed. The issues of their irredeemable paper were increased, and on July 1, 1816, the paper of the Philadelphia banks was at a depreciation of 17 to 18 per cent; while that of the banks at Pittsburg, and the western part of the state, was at 25 per cent discount. That this undue expansion of the currency exerted a powerful influence on commerce, can scarcely be doubted. To this cause, in some degree, at least, may be attributed the vast amount of imports into the United States, in 1815-16; paying a

handsome profit to the early operators, but entailing heavy losses and bankruptcy upon a much larger number.

"The second Bank of the United States commenced operations, January 7, 1817; and in February, entered into a compact with the state banks along the seaboard, in accordance with which they immediately resumed specie payments. Efficient measures for a contraction of the paper currency to a sound state do not appear, however, to have been taken until 1819; when the distress consequent upon this course of action was severely felt, not only by commercial men, but by the community of Pennsylvania generally.

"On the restoration of peace, in 1815, the foreign trade of Pennsylvania had to seek new channels. The great European powers being now at peace, turned their attention to the encouragement and protection of their own commerce and navigation.

"Pennsylvania and Philadelphia have not derived nearly so great a benefit in their trade with the west, from the construction of these internal improvements, as has accrued to the state and city of New York, nor, unless the cost of transportation on the Pennsylvania works can be put at an equally low rate with that on those of the neighbouring states, can it be doubted, that Philadelphia must take her rank amongst the great manufacturing, rather than the commercial cities of the union.

"In concluding this historical sketch of the foreign trade of Pennsylvania, we append a tabular statement exhibiting its condition, along with that of the foreign trade of the United States, as shown by the exports at three several periods: first, for five years, previous to the long embargo; secondly, for five years subsequent to the late war; and thirdly, for five years from 1837 to 1841.

AGGREGATE Exports from Pennsylvania to Foreign Countries.

FIVE YEARS.	Domestic.	Foreign.	TOTAL.	Year.	Estimate Population of Philadelphia.	Estimate Population of Pennsylvania.
	dollars.	dollars.	dollars.			
1803 to 1807.....	21,140,096	45,617,469	66,757,565	1805	78,000	700,000
1816 to 1820.....	20,938,791	15,789,786	36,728,577	1818	105,000	1,000,000
1837 to 1841.....	19,336,795	5,254,026	24,590,811	1839	222,000	1,684,000

AGGREGATE Exports from the United States.

FIVE YEARS.	Domestic.	Foreign.	TOTAL.	Year.	Estimate Population of the United States.
	dollars.	dollars	dollars.		
1803 to 1807.....	216,013,750	222,931,482	438,945,241	1805	6,203,000
1816 to 1820.....	309,616,311	93,097,033	402,707,344	1818	9,100,000
1837 to 1841.....	515,410,482	85,461,675	600,872,157	1839	16,600,000

"By the above statements it appears that the exports of the produce of the United States from Pennsylvania were less in the last than in either of the former periods, while the exports of domestic goods from the United States have been steadily and rapidly increasing. In the re-exportation of foreign goods the falling off is much greater.

"The subjoined statement of exports and imports at Philadelphia (through which passes the whole foreign trade of the state, excepting a very small trade at Presque Isle), for the fiscal year 1842, shows a still further decline.

VALUE of Exports and Imports at Philadelphia for the Year ending September 30, 1842.

EXPORTS.

COUNTRIES.	Domestic Produce or Manufacture.	Foreign Produce or Manufacture.	TOTAL.	COUNTRIES.	Domestic Produce or Manufacture.	Foreign Produce or Manufacture.	TOTAL.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
British West Indies.....	567,483	2,345	569,828	Italy.....	16,451	44,803	61,254
England.....	397,207	30,747	428,054	Swedish West Indies.....	59,749	1,681	61,430
Spanish West Indies.....	358,055	60,996	419,051	Gibraltar.....	35,971	24,860	60,831
Brazil.....	307,451	100,008	408,459	Holland.....	23,692	27,291	50,983
British American colonies	378,134	520	378,654	Africa.....	44,792	2,696	47,488
Buenos Ayres.....	199,219	41,784	241,003	Trieste and Adriatic.....	2,514	20,028	22,542
Colombian ports.....	102,888	25,671	128,559	France on Atlantic.....	17,890	1,760	19,650
Danish West Indies.....	108,680	10,464	119,143	Texas.....	12,094	222	12,316
Hanse Towns.....	121,773	35,319	157,092	French West Indies.....	9,150	1,374	10,524
British and Dutch East Indies.....	123,466	399	123,864	Mexico.....	7,037	2,991	10,028
Sicily.....	100,108	10,827	110,935	Teneriffe and Canaries ..	2,261	....	2,261
Chili.....	100,001	13,754	113,755				
Hayti.....	67,400	4,893	72,293	Total.....	3,393,814	476,913	3,770,727

IMPORTS.

COUNTRIES.	Value.	COUNTRIES.	Value.
	dollars.		dollars.
England	3,521,170	Chili	71,600
Spanish West Indies	970,903	British and Dutch East Indies	55,338
Brazil	724,745	Mexico	51,089
Colombian ports	483,946	Sicily	43,521
Hanse towns	380,480	Tenriff and Canaries	22,649
Buenos Ayres	272,017	Azores	17,248
Spain on Mediterranean	134,021	Ireland	8,926
Haiti	107,777	Swedish West Indies	8,696
France on Atlantic	87,976	Africa	8,739
Danish West Indies	83,882	Portugal	5,061
Italy	82,109	Gibraltar	106
British American colonies	82,028		
Holland	80,106	Total	7,381,788
British West Indies	79,780		

"Our limits preclude the specification of the articles forming the principal items of export and import to and from the several countries named. Of domestic exports, flour manufactured in Pennsylvania, Delaware, and Ohio, forms by far the largest item. Corn meal, wheat, and corn, from the two first-named states, are also exported largely. Tobacco, cotton, pork, lard, naval stores, rice, bark, &c., from the western and southern states; fish, oil, sperm candles, cotton manufactures, &c., from the New England states; manufactures of iron, refined sugar, soap, and candles, manufactured tobacco, furniture, and various other manufactures of Philadelphia; lumber, butter, cheese, and numerous articles, the agricultural produce of Pennsylvania, compose the principal part of the remaining sum. The imports consist principally of manufactures of wool, iron, and other metals, silk, cotton, linen, &c., from England and continental Europe; coffee, sugar, molasses, rum, hides, mahogany, dyewoods, manufactured tobacco, &c., from South America, and the West Indies.

"The total exports in 1842, exceed those of only three years since 1803, omitting the period of the war with Great Britain. The exports of domestic produce in 1842, exceed those of seventeen years during the same period. The imports for 1842 are less in amount than those of any year since 1821, when official records of value were first made.

"*The Domestic Trade.*—The constitution of the United States prohibits all transit duties on goods passing from one state of the union to another, and releases vessels employed in the coasting trade from the necessity of *entering*. By this wise provision for the extension of trade, custom-houses between the different states are rendered unnecessary, and those on the seaboard, or at the great commercial emporiums of the interior, take no account of the merchandise passing from one section of the union to another. In the absence of official data as to the extent of this important branch of trade, we purpose giving a hasty sketch of its course, or the channels through which it flows.

"With the increase of population and of facilities for the transportation of merchandise, by the improvement of county roads, and the construction of turnpike roads, canals, and railroads, the interchange of commodities with neighbouring states has steadily and rapidly increased; while the application of steam to river navigation has rendered doubly valuable the noble streams of Pennsylvania, as a means of extending her commercial operations. By these various channels of trade, and by the waters of the Atlantic, together with those of the various navigable streams emptying into it, the produce of the state, to an amount far exceeding that exported to foreign countries, is distributed through a large portion of the union.

"The domestic trade of Northern Pennsylvania is very limited in its extent, this region being but thinly populated. Its principal exports are lumber, coal, oats, and neat cattle, together with some wool and butter. By means of the port of Erie or Presque Isle, a communication is opened between the western part of this region and the great lakes, and trade is carried on with many of the towns on their shores. The tonnage of Presque Isle has been as follows, in the years 1832 to 1841 inclusive:—

Years.	tons.	Years.	tons.
1832	967	1837	2565
1833	981	1838	3216
1834	1302	1839	3632
1835	1730	1840	3369
1836	1877	1841	2820

"The Blossburgh and Corning railroad, the Alleghany and Susquehanna rivers, and the turnpike and county roads, at wide intervals traversing this section of the state, facilitate interchange of commodities with the neighbouring counties and some of the large towns, in the interior of New York state. No inconsiderable portion of the produce of the western part of this region passes down the Alleghany river to the towns bordering on the Ohio river, although a much

larger part finds a market at Pittsburg. From the head waters of the Susquehanna river, large quantities of lumber are annually sent to Baltimore.

"The imports of this region, excepting the large supplies derived by internal trade with Pittsburg, are principally from New York city and state, and are similar in character to those hereafter mentioned as taken by the north-eastern section of the state.

"Western Pennsylvania, with its coal, iron, flour, wheat, lumber, wool, and manufactures of various kinds which are exported to a great amount, has access to the interior of Ohio and to the lakes, by means of the Pennsylvania and Ohio or Cross-cut canal and the Sandy and Beaver canal; by the National road to Wheeling on the one hand, and Baltimore on the other; by the internal improvements of the state to the city last-named or *via* Philadelphia, to ports on the Atlantic; and by the Ohio river to all parts of the valley of the Mississippi.

"Pittsburg, the great manufacturing city and commercial emporium of western Pennsylvania, sends her manufactures of iron, glass, cotton, &c., throughout the vast extent of country bordering on the Ohio and Mississippi rivers, as well as to the rapidly improving region extending along the lakes. In return are received drafts on the Atlantic cities or New Orleans, or the varied produce of the several states, viz.: pork, beef, lard, butter, flour, hemp, tobacco, cotton, sugar, molasses, &c.; together with a large part of her supply of coffee, imported at New Orleans. A portion of the above-named articles, as pork, lard, flour, hemp, and tobacco, is re-exported from Pittsburg to Baltimore; and a still larger portion finds a market in Philadelphia, for home consumption or exportation. With the proceeds of the sales of these articles, and of large quantities of flour and wool, the produce of western Pennsylvania, together with drafts on the Atlantic cities received from sales to the west, she purchases in the Atlantic cities, for the consumption of her own citizens or the supply of a large extent of country in western Pennsylvania and Ohio, the cotton, woollen, and leather manufactures, the bonnets, and other articles the manufactures of New England, and various foreign imports; that is, manufactures of wool, silk, cotton, linen, steel, and other metals; porcelain and earthenwares, tea, spices, dried fruit, wine, brandy, &c.

"Annexed is the tonnage of the port of Pittsburg in the years 1832 to 1841 inclusive. The sudden reduction observable in some of the years may be accounted for by the sale of steamboats, great numbers of which are built here for towns on the Ohio and Mississippi rivers.

Years.	tons.	Years.	tons.
1832	10,092	1837	12,632
1833	11,713	1838	11,865
1834	13,272	1839	11,865
1835	13,272	1840	12,000
1836	10,767	1841	10,343

"According to Harris's Directory, the number of steamboats owned in whole or in part, in the district of Pittsburg, in 1841, was eighty-nine, of an aggregate tonnage of 12,436 tons.

"Southern Pennsylvania, whose exports consist principally of grain, flour, iron, leather, &c., finds a market for a large part of these in Baltimore, and the neighbouring counties of Maryland and Virginia. The National road, connecting with the internal improvements of Maryland, opens a communication between Baltimore and the western part of this region; while the eastern portion sends its produce by the Baltimore and Susquehanna or Franklin railroads, or by several turnpikes, into Maryland; or by the internal improvements of Pennsylvania and the Susquehanna river, or Tidewater canal to Baltimore, or more largely to Philadelphia for exportation or home consumption. In return are received goods of a description similar to those above mentioned as purchased in the Atlantic cities for Pittsburg.

"Central Pennsylvania, embracing the greater part of the valley of the Susquehanna and the country bordering on the main line of the internal improvements of the state, west of the Susquehanna river, makes use of this river and these canals and railroads, together with the Tidewater canal, as outlets for its large exports. A market is found for its produce, consisting of wheat and other grains, flour, iron, lumber, coal, &c., at Baltimore, and to a greater extent, probably, *via* Philadelphia, at the other various Atlantic ports. The goods imported are of a character similar to those taken at Pittsburg.

"North-Eastern Pennsylvania, embracing a portion of the anthracite coal fields of the state, exports lumber and some agricultural produce, principally oats, to the neighbouring towns of New York and New Jersey; neat cattle and butter also to the same markets, and to New York city; and coal in large quantities to New York city and intermediate places, and to the Atlantic New England states. The principal channels for its exports, which are moderate in amount, are the Lehigh river, the Delaware and Hudson canal, and several turnpike roads. In return, articles, such as enumerated as taken by Pittsburg, excluding the more expensive and luxurious, are received from New York city.

"South-Eastern Pennsylvania—embracing the earliest settled and most populous counties of the state, rich in agricultural products; together with other counties, abounding in anthracite coal and iron—passes most of its exports through Philadelphia.

"New York and the New England States bordering on the Atlantic take the largest amount of this produce, consisting principally of coal, flour, wheat, corn, &c. The demand for Pennsylvania bread stuffs in Boston has, however, diminished since the completion of the railroad connecting it with Albany.

"In return, Philadelphia receives from the New England states their manufactures of cotton and wool, shoes, bonnets, fish, oil, and various other articles, the produce or manufactures of these states; together with many foreign goods: and from New York, English, French, Chinese, and various other foreign goods too numerous to specify: the balance being greatly against Philadelphia, both in her trade with New England and New York.

"To the neighbouring states of New Jersey and Delaware the exports are to a large amount, consisting of coal, lime, iron, and various manufactures of Pennsylvania; and the manufactures and produce of the New England states and foreign countries generally, especially manufacture of cotton, wool, leather, and iron; sugar, coffee, and tea.

"The imports from New Jersey consist of agricultural produce generally, and those from Delaware, of flour, corn meal, wheat, corn, bark, &c.

"The trade with Maryland is to a very limited extent, and similar in its character to that with Delaware. Most of the freight passing between Philadelphia and Baltimore consists of goods *in transitu* between the latter city and New York, or the New England states.

"The exports from Philadelphia to Virginia are to a moderate amount, and consist of articles much the same as those specified in reference to Pittsburg. In return, tobacco, wheat, corn, and some bituminous coal and cotton yarn are received.

"To North Carolina, South Carolina, Georgia, and Alabama, the exports are similar in character to those sent to Virginia; but to a very small amount. From North Carolina are received naval stores, lumber, and some little cotton and cotton yarn; from South Carolina and Georgia, cotton and rice; and from Alabama, cotton.

"Louisiana takes to a moderate extent, for her own consumption, of the manufactures of the New England states and Pennsylvania, and the manufactures and produce of foreign countries; and sends to Philadelphia large quantities of sugar and molasses, and some cotton, her own produce. Large quantities of heavy goods, destined for the western states, are forwarded by way of New Orleans; and by the same route Philadelphia receives large supplies of the produce of those states; viz., cotton, tobacco, pork, lard, hemp, lead, &c.

"The most important branch of the domestic export trade of Philadelphia is that with Ohio, Kentucky, Missouri, Tennessee, Indiana, Illinois, Mississippi, and Arkansas, especially the six first named, and consists of articles similar to those taken by Pittsburg, the principal portion being imports from the New England states, and from foreign countries, a large part of the latter, as before stated, being received *via* New York and Boston.

"In addition to the articles above enumerated as being forwarded by way of New Orleans, Philadelphia receives from this vast and fertile region, now rapidly filling with an enterprising and industrious population, large quantities of flour, pork, lard, tobacco, hemp, neat cattle, and horses, and some beef, furs, wool, &c., *via* Pittsburg and the internal improvements of the state; these, however, would be vastly greater in quantity, and the purchases of goods in return proportionally increased, if the cost of transportation from Pittsburg to Philadelphia were still further reduced. The balance of this great branch of her trade being in favour of Philadelphia, is paid by drafts on New Orleans and New York.

"With Michigan, Philadelphia has little or no trade.

"Annexed is a statement of the enrolled and licensed tonnage, being that engaged in the coastwise trade of Philadelphia for the years 1832 to 1841.

Years.	tons.	Years.	tons.
1832	31,147	1837	42,592
1833	30,529	1838	45,080
1834	32,080	1839	48,293
1835	34,857	1840	51,676
1836	40,871	1841	58,425

"We also append a list of the coastwise arrivals at Philadelphia for the years 1787 to 1842, much the greater portion of the large lumber appearing in recent years being vessels engaged in carrying coal, or barges laden with merchandise, passing between the north-eastern and south-western markets of the union, benefiting the mercantile community of Philadelphia but little.

. COASTWISE Arrivals at Philadelphia, from 1787 to 1842, inclusive.

• YEARS.	Vessels.	YEARS.	Vessels.	YEARS.	Vessels.	YEARS.	Vessels.
1787.....	300	1801.....	1125	1815.....	1113	1829.....	2,210
1788.....	290	1802.....	1106	1816.....	1101	1830.....	3,287
1789.....	376	1803.....	1064	1817.....	1238	1831.....	3,262
1790.....	715	1804.....	1202	1818.....	1101	1832.....	2,849
1791.....	853	1805.....	1235	1819.....	1046	1833.....	2,573
1792.....	documents	1806.....	1213	1820.....	877	1834.....	2,086
1793.....	four.	1807.....	1170	1821.....	913	1835.....	3,573
1794.....	1250	1808.....	1951	1822.....	1213	1836.....	3,764
1795.....	1328	1809.....	1683	1823.....	1018	1837.....	7,776
1796.....	1011	1810.....	1477	1824.....	981	1838.....	10,860
1797.....	929	1811.....	1425	1825.....	1195	1839.....	11,188
1798.....	1002	1812.....	1549	1826.....	1195	1840.....	9,106
1799.....	825	1813.....	319	1827.....	1320	1841.....	11,736
1800.....	1051	1814.....	883	1828.....	1247	1842.....	10,157

A TABLE, showing the quantity of Flour, Grain, &c., exported from Philadelphia to Foreign Ports during the last Ten Years (1831 to 1840), derived from the Philadelphia Commercial List.

YEARS.	FLOUR.						GRAIN.				
	Wheat Flour.		Rye Flour.		Corn Meal.		Wheat.		Corn.		Oats, &c.
	barrels.	value.	barrels.	value.	barrels.	value.	bushels.	value.	bushels.	value.	value.
		dollars.		dollars.		dollars.		dollars.		dollars.	dollars.
1831.....	250,785	1,452,656	8,433	31,248	45,432	153,520	61,282	77,331	42,203	30,521	9,728
1832.....	151,917	768,681	13,040	56,434	50,323	151,113	2,258	2,429	48,859	33,379	3,906
1833.....	132,022	727,598	27,939	100,507	51,903	174,746	..	..	66,708	41,641	4,385
1834.....	87,965	474,454	23,795	86,200	50,018	151,726	..	..	31,526	25,704	17,373
1835.....	96,098	561,631	21,038	91,525	50,869	193,388	2,903	3,809	25,457	22,295	14,522
1836.....	67,113	320,050	27,429	134,203	42,708	181,459	..	..	19,117	18,075	2,940
1837.....	33,680	306,383	17,276	96,013	63,803	291,012	..	..	21,946	21,517	4,389
1838.....	99,622	553,607	14,211	66,473	64,002	231,636	..	..	17,087	11,280	2,537
1839.....	191,380	1,273,484	24,527	116,161	73,900	292,915	37,831	47,738	17,117	16,430	2,918
1840.....	284,775	1,457,954	36,471	107,488	89,486	280,175	280,047	311,208	70,749	43,616	22,527

THE Enrolled and Licensed Tonnage of Pennsylvania, from 1789 to 1841, inclusive.

YEARS.	Tons.	YEARS.	Tons.	YEARS.	Tons.	YEARS.	Tons.
1789.....	4015	1803.....	9,855	1816.....	24,744	1829.....	27,494
1790.....	5180	1804.....	9,995	1817.....	24,296	1830.....	24,236
1791.....	3222	1805.....	11,000	1818.....	25,148	1831.....	29,225
1792.....	3515	1806.....	10,227	1819.....	23,673	1832.....	42,200
1793.....	4625	1807.....	11,440	1820.....	21,117	1833.....	43,223
1794.....	6273	1808.....	11,671	1821.....	25,080	1834.....	46,653
1795.....	7325	1809.....	11,922	1822.....	23,095	1835.....	10,860
1796.....	7669	1810.....	13,803	1823.....	27,291	1836.....	51,514
1797.....	8178	1811.....	17,164	1824.....	27,766	1837.....	58,237
1798.....	8348	1812.....	17,502	1825.....	29,421	1838.....	60,161
1799.....	7857	1813.....	20,247	1826.....	31,583	1839.....	63,790
1800.....	8032	1814.....	20,407	1827.....	31,436	1840.....	67,045
1801.....	7444	1815.....	22,360	1828.....	37,775	1841.....	71,588
1802.....	8051						

"*The Internal Trade.*—In the preceding article, on the course of the domestic trade of Pennsylvania, allusion has been made to the extent of business between Philadelphia and Pittsburg, and between those two cities and a large portion of the state. This forms but a very small part of the internal trade of Pennsylvania, which embraces all the interchanges between sections adjacent, or widely separated, of every variety of merchandise, the produce of agriculture, the mine, or the forest; or the manufacture of the factory or workshop. Of its amount no other than a very vague estimate can be formed; it, however, vastly exceeds both that of the domestic and of the foreign trade, although it may be said to be yet in its infancy.

"No state of the union contains the elements of wealth more diversified in character of unlimited in extent than Pennsylvania; and with a virtuous, intelligent, and industrious population, to develop the resources of her rich and varied soil and countless mineral treasures, she cannot fail, in time, to possess within her borders a manufacturing interest, equal, if not superior, to the agricultural. A home market for her agricultural produce will thus be created; while her exports will consist of manufactures sent to the western and southern states of the union, and probably, in

considerable quantities to foreign countries. This anticipated development of the internal trade of Pennsylvania must be promoted, in no small degree, by the state canals, railroads, and other facilities for the transportation of produce, in the judicious management of which, those engaged in the domestic and foreign, as well as this branch of trade, have a deep interest.

PRINCIPAL SEAPORTS AND TOWNS OF PENNSYLVANIA.

PHILADELPHIA, the second city in the United States, is situated on a plain which rises in some parts sixty-four feet above the high-water level. The city lays between the Delaware and the Schuylkill rivers, extending two miles from the one to the other, and four miles and a half along the Delaware, five miles above their junction, and 120 miles by the course of the Delaware from the ocean. It contained, in 1790, 42,500 inhabitants; in 1800, 70,287; in 1810, 96,664; in 1820, 119,925; in 1830, 167,811; in 1840, 220,423. Of the latter there were employed in agriculture, 693; in commerce, 7912; in manufactures and trades, 24,900; navigating the ocean, rivers, &c., 2050; learned professions, &c., 1549.

The plan of the city is nearly in the form of a parallelogram, having the Delaware on the east, the Schuylkill on the west, Vine-street on the north, and South or Cedar-street on the south. There are five adjoining districts which belong as much to Philadelphia as Southwark and Westminster do to London: those districts have incorporations and municipal authorities distinct from the city, and from each other. They are the Northern Liberties, Kensington, and Spring Garden on the north, and Southwark and Moyamensing on the south.

The compactly built part of Philadelphia is about nine miles in circumference. The two principal streets are Market or High-street, which extends from the Delaware to the Schuylkill, east and west, through the middle of the city; and Broad-street, which runs north and south, crossing Market-street at right angles, near the centre of the city plat. The other streets of this portion cross each other at right angles. Market or High-street is 100 feet broad, and Broad-street is 113 feet; Arch or Mulberry-street is sixty-six feet wide; the other streets are fifty feet. The adjoining districts have not the same regularity in their plan. The whole number of streets in the city and districts is above 600. Common sewers convey the filth of the streets into the Delaware river. The houses are built with uniformity and neatness, and the streets are kept very clean.

The largest ships ascend the Delaware river to the city, where it is nearly a mile wide to Camden, which lies opposite, in New Jersey. The Schuylkill river is also navigable for smaller vessels to the bridge, where it is 500 feet wide. Both rivers are usually frozen over for some time during the winter, and the ice then forms an obstacle which considerably impedes navigation.

Generally, the architecture of Philadelphia is simple and not imposing. Several of the public buildings are, however, exceptions. That in which was transacted the business of the late United States Bank, in Chestnut-street, is in imitation of the Pantheon. On the failure of that bank, so fatal to its creditors, this edifice was sold for 300,000 dollars. The Bank of Pennsylvania, in Second-street, is 125 feet by 51 feet. It has two Ionic porticoes of six columns each. The United States Mint, corner of Chestnut and Juniper-streets, has Ionic porticoes of more than 120 feet long on each front. The Merchants' Exchange, between Dock, Walnut, and Third-streets, is ninety-five feet by fourteen feet wide, with a portico of four Corinthian columns on one front, and a semi-circular portico of eight columns on the other. The basement contains various offices, with the post-office. The great hall is embellished by paintings and ornamental devices. All the above noticed edifices are built of white marble. The Girard Bank, in Third-street, below Chestnut-street, has a front of white marble, with a portico of six Corinthian columns of the same material. It has extensive grounds neatly laid out and ornamented. The United States Naval Asylum or Marine Hospital, is 386 feet in front and 175 feet deep. It has a portico in the centre of eight Ionic columns. There are 180 dormitories, capable of lodging 400 persons. The whole is surrounded by ornamental grounds. The almshouse, on the west bank of the Schuylkill river, consists of a centre building with wings, together with two detached buildings, one at each end. It has 180 acres of ground, ten of which are occupied by its enclosures. Girard College, about one mile from the city, consists of a centre building, including the portico, 160 feet by 218 feet, and is surrounded by a colonnade, with pillars six feet in diameter, and fifty-five feet high, with Corinthian capitals; and two other buildings, each fifty-two feet wide and 125 feet long. This establishment, solely for the education of orphan children, was founded by a bequest of the late Stephen Girard, of over 2,000,000 dollars. Among the public buildings of Philadelphia is the State House in Chestnut-street, erected in 1735, in which the Congress sat which declared the independence, and where the convention sat that drew up the constitution of the United States, should not be overlooked. The room in which they sat is carefully preserved without alteration. The original bell, cast many years before the declaration of independence, is preserved in the tower of the steeple, and has this inscription, "Proclaim LIBERTY throughout this land, unto all the inhabitants thereof."—*Leviticus*, xxv. 10.

Philadelphia has several public squares, none of great extent. They are generally well laid out and ornamented.

Among the public works of the city, the Fairmount Water Works, on the east bank of the Schuylkill, two miles north-west from the city are conspicuous. They occupy an area of thirty acres, consisting mostly of a hill 100 feet high. On the top of the hill are four reservoirs, capable of holding 22,000,000 gallons. A dam is constructed across the Schuylkill river, and the water from the pond moves forcing pumps, which raise the water of the river to the reservoirs, from which it is distributed through pipes over the city. At the western termination of Market-street is a substantial bridge over the Schuylkill river, 1350 feet long, including the abutments, and forty-two feet wide. There is a viaduct over the Schuylkill, built by the Philadelphia, Wilmington, and Baltimore railroad company, which also admits the passage of ordinary carriages. These are the only bridges which cross the Schuylkill river near the city.—*U. S. Gaz.*

Steamboats and sailing vessels afford a constant and easy communication with New York and Baltimore; and railroads in various directions render Philadelphia a great thoroughfare. By the Pennsylvania canal, and a short railroad over the Alleghany, Philadelphia communicates with Pittsburgh, and the great valley of the Mississippi.—*U. S. Gaz.*

Trade and Manufactures.—In 1840, there were 184 foreign commercial, and forty-four commission houses, with a capital of 2,049,501 dollars; 1791 retail stores, with a capital of 17,082,384 dollars; forty-eight lumber-yards, with a capital of 1,118,500 dollars; two furnaces, with a capital of 259,050 dollars; machinery was manufactured to the value of 955,864 dollars; hardware and cutlery, 154,400 dollars; the precious metals, 2,651,510 dollars; of various metals, 876,060 dollars; fifteen woolen factories, capital 135,100 dollars; seventeen cotton factories, with 17,922 spindles; fourteen printing and dyeing establishments, with a total capital of 474,000 dollars; eight tanneries, with a capital of 117,500 dollars; eleven distilleries, sixteen breweries, with a capital of 415,200 dollars; paints and drugs, 1,839,050 dollars; one glass factory, and one glass-cutting establishment, with a capital of 23,500 dollars; six potteries, with a capital of 24,000 dollars; twelve sugar refineries produced refined sugar to the value of 890,000 dollars; six paper factories produced 31,250 dollars; twelve rope-walks, with a capital of 82,900 dollars; one saw mill, one flouring mill, one grist mill, capital 8000 dollars; furniture to the amount of 526,200 dollars; 808 brick and stone houses, and sixty-two wooden houses, cost 2,751,383 dollars; forty-six printing offices, twelve binderies, eight daily, sixteen weekly, seven semi-weekly newspapers, and twenty-six periodicals, employed 911 persons, with a capital of 252,600 dollars. Total capital in manufactures, 8,796,998 dollars.—*Official Returns.*

Institutions.—The institutions of Philadelphia are numerous. Pennsylvania hospital was founded in 1750, through the instrumentality of Dr. Franklin and others. The state granted 20000/, and the same sum was raised by subscription, and the building was commenced in 1755. In an area in front of the hospital, stands a full length statue of William Penn, in bronzed lead. This institution is well managed; and they have recently erected a separate institution for the insane. The House of Refuge for juvenile delinquents; the Institution for the deaf and dumb; the Institution for the blind, and the Philadelphia Orphan Asylum, are all useful establishments.

Banks.—In 1841, there were in the city and liberties, thirteen banks, with an aggregate capital of 14,550,000 dollars, besides the United States Bank of Pennsylvania, whose capital was 35,000,000 dollars, and twenty-three insurance companies.—(See Banks of the United States hereafter.)

Education.—The University of Pennsylvania was founded in 1791, by the union of two previous institutions, the first of which was instituted in 1755. It has fourteen instructors, 116 students, and 5000 volumes in its library. The most flourishing department is the medical, which has seven professors, and over 400 students, and is the most distinguished institution of the kind in the United States. Jefferson Medical College was formerly connected with the college at Annonsburg, but is now independent, founded in 1824; it has seven professors and 145 students. The medical department of Pennsylvania College, founded in 1839, has six professors and sixty students. The American Philosophical Society was founded in 1740, chiefly through the exertions of Dr. Franklin. In 1769, it was united with another similar society. It has an excellent library and a collection of minerals. The Academy of Natural Sciences, founded in 1817, has a library of over 9000 volumes. The Franklin Institute was founded in 1824, and consists of 3000 manufacturers, artisans, and mechanics. The Athenæum, founded in 1815, has a good library and reading-room. The Mercantile Library, formed in 1822, has 5000 or 6000 volumes, chiefly relating to commerce and its kindred subjects. The Historical Society has issued many useful publications relating to the early history of Pennsylvania. The Philadelphia Library Company, established through the influence of Dr. Franklin, has a library of over 42,000 volumes.—*U. S. Gaz.*

Religion.—There are about 100 churches in the city, of which the Presbyterians have twenty-four; the Episcopalians nineteen; the Methodists nineteen; the Baptists seventeen; the Roman Catholics six, &c.

Among the places of amusement there are four or five theatres, a number of public gardens, and the Philadelphia Museum.—*U. S. Gaz.*

The government of the city of Philadelphia is vested in the hands of a mayor, a select council of twelve, and a common council of twenty members. One-third of the select, and the whole of the common council, are chosen annually by the people, and the councils elect a mayor. The aldermen, who are fifteen in number, are appointed by the governor to act, with the mayor, as judges, during good behaviour; and the aldermen act as justices of the peace. The whole legislative power is vested in the councils, of which the select council forms a kind of senate.

Philadelphia was surveyed and founded in 1682. It had previously been in possession of the Swedes, some of whom came into the country bordering on Delaware bay as early as 1627. It was named after a city in Asia Minor, and the plan is said to have been suggested by that of ancient Babylon, and according to the original design of William Penn, its original founder and proprietor, was designed to have equalled that ancient capital in extent; but the idea was soon abandoned, and the charter of 1701 restricted it to the present boundaries of the city proper. Penn's country residence was at Pennsburg Manor, above Bristol, in which was a large hall of audience, where he held treaties with the Indians, and the oak arm-chair in which he sat, is now in the Pennsylvania hospital.—*U. S. Gaz.*

KENSINGTON, which constitutes a suburb of Philadelphia, in the north-east part, along the Delaware river, though it has a separate government, under fifteen commissioners, contains various manufacturing establishments of cotton, woollen, iron, and glass, and considerable ship building. In 1840, there were, one commission house, and 112 stores, capital 107,900 dollars; seven lumber yards, capital 116,500 dollars; nine woollen factories, fifteen cotton factories, 700 spindles, three tanneries, one brewery, one glass factory, four rope factories. Capital in manufactures, 721,600 dollars. Population, 22,314.—(See Philadelphia.)

SPRING-GARDEN, opposite Philadelphia, is also a constituent part of the latter, though under a separate charter, and governed by thirteen commissioners, elected for three years. It contains the Fairmount water-works, the eastern penitentiary, the house of refuge, the city hospital, an extensive floor-cloth factory. It had, in 1840, five commission houses, capital 25,000 dollars; 106 retail stores, capital 234,650 dollars; thirteen lumber yards, capital 271,000 dollars; four woollen factories, four cotton factories, 7802 spindles; five dyeing and print establishments, three tanneries, one distillery, three breweries, one pottery, one paper factory, one rope factory, one flouring mill, one grist mill. Capital in manufactures, 1,178,000 dollars. Population, 27,849.

SOUTHWARK was separated from the municipal government of Philadelphia, for local purposes, in 1762. The act of separation was confirmed in 1794, when it was incorporated, to be governed by fifteen commissioners, five of whom are elected annually, for the term of three years. It contains about 5000 dwelling-houses, many of them well built and commodious, but a large proportion are frame or brick buildings of two stories. Most of the streets are paved and lighted, and have a watch. It is supplied with water from the Schuylkill water-works. The navy yard, several ship and boat yards, and a marine railway are on the Delaware river. A brick shot-tower is a lofty and conspicuous structure. There were, in 1840, five commercial and commission houses, capital 80,000 dollars; 252 stores, capital 262,109 dollars; nine lumber yards, capital 203,000 dollars; two dyeing and printing establishments, one tannery, seven distilleries, two breweries, two potteries, one sugar refinery, four rope factories, two printing offices, one weekly and one semi-weekly newspaper. Capital in manufactures, 890,560 dollars. Population, 27,548.—(See Philadelphia.) The *Northern Liberties*, were incorporated in 1803, and governed by five commissioners.

PORT and Trade Regulations and Charges at Philadelphia, from the Municipal Laws, and the Resolutions of the Chamber of Commerce.

Port Regulations.—If any master of a vessel, or other person, shall refuse or neglect to comply with the directions of the harbour master, in matters within the jurisdiction of his office, such person shall, for each and every such offence, severally forfeit and pay any sum not exceeding 100 dollars. The harbour-master shall for his services receive from the master, owner, or consignee of each vessel arriving at the port of Philadelphia (coasting vessels not exceeding the burden of seventy-five tons excepted), one dollar for each and every voyage by such ship or vessel performed, and no more.

Every vessel that may arrive, and anchor in the stream anywhere between Almond and Vine-streets, having previously landed all gunpowder she may have had on board, may remain in that situation twenty-four hours, and no longer, taking care to lie as near to the island, or sand bar, as may be consistent with safety. But if, from a vessel having servants on board, or from any other cause, it may be thought necessary to lie a longer time in the stream, then, and in every such case, the person having charge of such vessel shall remove her from opposite the city, and cause her to be moored, to the northward of Vine-street, with

one anchor and cable up, and one anchor and cable down the stream; and in both the above-mentioned situations, the regulation contained in the succeeding article to be attended to.

If any vessel, properly moored in the stream, shall have her anchor or cable overlaid by any other vessel in anchoring or mooring, the master or person having the care or direction of such last-mentioned vessel shall immediately, or as soon as may be after application made to him by the party aggrieved, cause the said anchor or cable so overlaying to be taken up and cleared. When any ship or vessel shall be hauled into any wharf or dock, or alongside of another vessel that may be lying at such wharf or dock, the owner, master, pilot, or whoever may have the command, care, or direction of her, shall have her securely made fast; and if outside of another vessel, shall get one good fast from each end of the vessel to the shore, with sufficient fenders between them and the inside vessel; and shall cause the flukes of their anchors to be taken in board; and, within twenty-four hours thereafter, cause her jib-boom, spritsail-yard, main boom, spanker and ringtail booms, if any they have, to be rigged in, and their lower yards topped up.

No outward-bound vessel, putting off from a wharf, shall lie longer in the stream between Vine-street and Almond-street, in the district of Southwark, above-mentioned, than twenty-four hours. And if vessels lying at the end of wharfs so much interlock with each other as to prevent vessels hauling in and out of docks, the master, owner, pilot, or other person having the charge of the same, shall, immediately on application from any person so wanting to haul his vessel in or out of docks, have the vessel or vessels so interfering, moved to accommodate the one applied for; in which case the vessel making room for another to haul in or out, shall have liberty to make her warps fast to the most convenient place adjacent, for a reasonable time; and all sea vessels, when wanting to haul into a wharf or dock, or to make sail in order to proceed to sea, shall have the same privilege.

A vessel lying alongside any wharf, and not taking in or discharging, shall make way for any vessel that wants to unload or load, to come inside, next the wharf, until she discharges or loads her cargo; and the said vessel, when so discharged or loaded, shall haul outside and give way to the vessel that first occupied the wharf; provided that, from the 10th of December to the 1st of March, no vessel shall be compelled to move from her berth (only those at Gloucester Point piers), excepting to let vessels in and out of docks.

No ship or vessel loading or discharging hemp shall have any fire on board; neither shall any vessel lying outside or near her be permitted to have fire on board, while it may be considered dangerous. And no tar, turpentine, rosin, or pitch, shall be heated on the wharf, or on board any vessel lying at any wharf within the limits of the city.

Pilotage.—Every vessel arriving from, or bound to, a foreign port, is required by law to receive a pilot, or to pay half pilotage in the warden's office, where the master of every such vessel is required, under a penalty of ten dollars, to make report within thirty-six hours after his arrival, and again before his departure.

RATES OF PILOTAGE.

INWARDS.		OUTWARDS.		INWARDS.		OUTWARDS.	
feet is	dolla. cents.	feet is	dolla. cents.	feet is	dolla. cents.	feet is	dolla. cents.
5	13 33	5	10 00	13	35 33	13	26 67
5½	14 07	5½	11 00	13½	37 00	13½	28 00
6	16 00	6	12 00	14	38 67	14	29 33
6½	17 33	6½	13 00	14½	40 33	14½	30 67
7	18 67	7	14 00	15	42 00	15	32 00
7½	20 00	7½	15 00	15½	43 67	15½	33 33
8	21 33	8	16 00	16	45 33	16	34 67
8½	22 67	8½	17 00	16½	47 00	16½	36 00
9	24 00	9	18 00	17	48 67	17	37 33
9½	25 33	9½	19 00	17½	50 33	17½	38 67
10	26 67	10	20 00	18	52 00	18	40 00
10½	28 00	10½	21 00	18½	53 67	18½	41 33
11	29 33	11	22 00	19	55 33	19	42 67
11½	30 67	11½	23 00	19½	57 00	19½	44 00
12	32 00	12	24 00	20	58 67	20	45 33
12½	33 67	12½	25 33				

Every vessel of seventy-five tons and upwards arriving from, or bound to, any port within the United States, and the master of all such vessels, are bound to pay as above.

The pilot must inform the master of his having to report at the warden's office.

As vessels obliged to receive a pilot are required to pay ten dollars in addition, as winter pilotage, from the 20th of November to the 10th of March, both days inclusive.

The vessels of foreign countries, which are not exempt by treaty, must pay two dollars sixty-seven cents in addition to other pilotage.

Every pilot detained more than twenty-four hours by any master, owner, or consignee, is entitled to two dollars per day for every day he is so detained.

Every pilot detained more than forty-eight hours by the ice, after he has conducted his vessel to a place of safety, is entitled to two dollars for every day he is detained.

Every pilot compelled to perform quarantine is entitled to two dollars for every day he is so detained, and cannot be discharged in less than six days, without his consent.

Every pilot obliged by stress of weather to proceed to another port, is entitled to his pilotage; and if there discharged, to eight cents for every mile he has to travel home.

Every pilot is required, under a penalty of twelve dollars, to send a report, within forty-eight hours, to the warden's office, of every vessel he conducts to the city.

COMMISSION CHARGES.

	Foreign. per cent.	Domestic. per cent.	
Merchandise, sales	5	2½	on gross amount.
Purchase and shipment, or accepting bills for purchaser....	2½	2½	on cost and charges.
Landing and reshipping goods from vessels in distress.....	2½	2½	on current value.
Receiving and forwarding	½	½	on ditto.
Besides.....	2½	2½	on responsibilities incurred
Vessels, sale or purchase.....	2½	2½	on gross amount.
Procuring freight or chartering to proceed to another port...	2½	2½	on ditto.
Collecting freight or general average.....	2½	2½	on amount collected.
Paying outfit or disbursements.....	2½	2½	on aggregate amount.
Marine insurances, effecting, when the premium does not exceed ten per cent.	½	½	on amount insured.
When the premium exceeds ten per cent.	5	5	on amount of premium.
Adjusting and collecting losses without litigation	2½	2½	on amount recovered.
Fire insurances, effecting.....	5	5	on amount of premium.
Adjusting and collecting losses.....	1	1	on amount recovered.
Foreign and inland bills of exchange and notes of hand, drawing or indorsing and negotiating, in all cases.....	2½	2½	on the proceeds.
Purchase without indorsing.....	½	½	on cost and charges.
Sale ditto	½	½	on the proceeds.
Collecting	½	½	on amount collected.
Paying over the amount.....	½	½	on amount paid over.
Remitting.....	½	½	on amount remitted.
Public stocks, specie, bank notes, or drafts not current, sale	½	½	on proceeds.
Purchase.....	½	½	on cost and charges.
Collecting dividends on public stock.....	½	½	on amount received.
Advances in money, or by coming under acceptance, in all cases	2½	2½	on amount advanced.
Accounts, collecting disputed or litigated accounts, or claims on insolvent estates.....	5	5	on amount recovered.
Monies, receiving, from which no other commission is derived...	½	½	on amount received.
Paying ditto.....	½	½	on amount paid.
Paying and receiving ditto.....	1	1	on amount received.
Guarantee, in all cases.....	2½	2½	on the amount guaranteed

On bills remitted for collection under protest for non-acceptance or non-payment, one-half commission to be charged.

On consignment of merchandise withdrawn or reshipped, full commission to be charged to the extent of advances or responsibilities incurred, and one-half commission on the current value of the residue.

On sales of merchandise originally consigned to another house, but withdrawn, and where no responsibilities are incurred, only one-half commission to be charged.

The current value, in all cases, to be settled by certificates of two respectable merchants, auctioneers, or brokers.

The above commissions to be exclusive of guarantee, brokerage, storage, wharfage, cartage, towboats, &c., and every other charge actually incurred.

The risk of loss by fire, unless insurance be ordered, and of robbery, theft, and other unavoidable occurrences, if the usual care be taken to secure the property, is, in all cases, to be borne by the proprietor of the goods.

NAVIGATION of Philadelphia, showing the Total Arrivals and Departures of Vessels.

YEARS.	Foreign.	Coastwise.	TOTAL.	YEARS.	Foreign.	Coastwise.	TOTAL.
1787	596	390	986	1813	74	319	393
1788	411	490	901	1814	43	583	626
1789	324	376	700*	1815	47	1113	1600
1790	639	715	1354	1816	538	1101	1639
1791	595	853	1448	1817	532	1238	1770
1792	.....	.....	.....	1818	576	1101	1677
1793	.....	.....	.....	1819	450	1046	1496
1794	618	1250	1868	1820	479	877	1356
1795	779	1228	2007	1821	411	913	1324
1796	858	1011	1869	1822	494	1212	1706
1797	641	920	1570	1823	482	1018	1500
1798	459	1002	1461	1824	501	981	1482
1799	443	825	1268	1825	484	1195	1679
1800	536	1051	1587	1826	482	1195	1677
1801	667	1125	1792	1827	469	1320	1789
1802	653	1106	1759	1828	450	1247	1697
1803	611	1064	1675	1829	374	2210	2584
1804	498	1292	1790	1830	415	3287	3702
1805	520	1235	1755	1831	396	3262	3658
1806	704	1213	1917	1832	428	2849	3277
1807	701	1170	1871	1833	474	2573	3047
1808	298	1951	2249	1834	430	2686	3116
1809	351	1683	2034	1835	429	3573	4002
1810	405	1477	1882	1836	421	3764	4185
1811	500	1425	1925	1837	409	7776	8185
1812	323	1540	1872	1838	464	10,400	11,324

* From the 1st of August to the 31st of December: no records for previous part of the year.

† The documents for these two years lost or mislaid.

‡ Embargo.

§ War with Great Britain.

|| Opening of the Chesapeake and Delaware canal.

Foreign Arrivals at Philadelphia, 1839.—Ships, 90; barks, 37; brigs, 274; schooners, 117; galliot, 1; mistic, 1; sloop, 1. Total, 521.

Of these vessels there were eighty-six belonging to foreign ports, viz.:—Austrian, 2; Bremen, 9; British, 56; Colombian, 3; Danish, 2; Dutch, 1; French, 2; Genoese, 1; Hamburg, 2; Haytian, 2; Portuguese, 1; Prussian, 1; Russian, 2; Spanish, 1; Swedish, 1. Total, 86.

In 1838, the total number of foreign arrivals was, ships, 79; barks, 19; brigs, 232; schooners, 132; mistic, 1; sloop, 1. Total, 464.

Value of Goods Imported, and Duties.—The value of the goods imported into this port during the years 1837 and 1838, and three quarters of 1839, has been as follows, viz.:—in 1837, 10,130,838 dollars; in 1838, 10,417,815 dollars.

The duties accruing to the United States from imports into this port during the fiscal years, 1838 and 1839, have been as follow, viz.:—in 1839, 2,971,122 dollars 97 cents; in 1838, 1,917,108 dollars 80 cents.

For trade and navigation of this port, and also for previous years, see General Trade and Navigation of Pennsylvania.

CARLISLE. Population, in 1840, 4951. The Cumberland Valley railroad, extending from Harrisburg to Chambersburg, passes through this place. In 1840, there were forty-two stores, capital 90,446 dollars; two lumber yards, capital 2000 dollars; six tanneries, three distilleries, two breweries, three printing offices, one bindery, three weekly papers. Capital in manufactures, 68,750 dollars.

CHAMBERSBURG, situated in the valley of Conecocheague creek, a branch of the Potomac river. It had, in 1840, thirty-eight stores, capital 135,400 dollars; one tannery, one pottery, one paper factory, one cotton factory, one woollen factory, one oil mill, one edge tool factory, two flouring mills, in one of which straw paper is also manufactured, four printing offices, one of which belongs to the German Reformed church of the state, four weekly and one semi-weekly newspapers, an insurance company, a saving fund society, and numerous mechanic and manufacturing establishments. Capital in manufactures, 131,450 dollars. Population, in 1840, 3239; 1842, 4030. The Conecocheague and Falling Spring creeks, unite in the borough, and afford good water power.

EASTON, situated on the west side of Delaware river, at the junction of the Lehigh, fifty-eight miles north of Philadelphia. Population, in 1820, 2370; 1830, 3529; 1840, 4865. It is built on a point of land formed by the Delaware and Lehigh rivers, and Bushkill creek. The streets are laid out along the cardinal points, crossing each other at right angles, with a square in the centre, on which stands the court house, erected in 1758. The part of the village on the Delaware is

level, but considerably elevated above the river, and the ground rises gradually from the river toward the west to a considerable height. There is a fine bridge over the Delaware, 570 feet long, which cost 80,000 dollars; a chain bridge over the Lehigh; and two bridges over the Bushkill. The Delaware, Morris, and Lehigh canal form a junction at this place. There were, in 1840, two banks, seventy stores, capital 272,650 dollars; three lumber yards, capital 15,000 dollars; one woollen factory, capital 20,000 dollars; three tanneries, three distilleries, two breweries, two rope factories, seven flouring mills, two saw mills, two oil mills, three printing offices, two binderies, four weekly newspapers. Capital in manufactures, 177,295 dollars.

ERIE, is beautifully situated on Presque Isle bay, Lake Erie, and is one of the best harbours on the lake. The depth of water on the bar is eight or ten feet, and within much more. It contained, in 1840, one bank, forty-five wholesale and retail stores, six forwarding and commission warehouses, two flouring mills, two iron foundries, one fulling mill, two tanneries, three printing offices, one bindery, four weekly newspapers, two grist mills, one saw mill. Capital in manufactures, 31,200 dollars. Population, 3412.—(See Interior Trade of the United States hereafter.)

HARRISBURG, city, capital of the state of Pennsylvania, is situated on the east bank of the Susquehanna, ninety-eight miles north-west by west of Philadelphia. Population, in 1820, 3000; 1830, 4307; 1840, 5980. Its situation is commanding, having a fine view of the river and surrounding country. The houses are well built, and generally of brick. "The bridge, a fine covered structure, extending to an island in the river, and thence to the opposite bank, 2876 feet long, forty feet wide, fifty feet above the surface of the river, and cost 155,000 dollars; there is another recently built. There were, in 1840, three commission houses engaged in foreign trade, capital 23,500 dollars; seventy-six retail stores, capital 319,860 dollars; five lumber yards, capital 25,000 dollars; one forge, two tanneries, three breweries, two potteries, one saw mill, twelve printing offices, six binderies, eleven weekly newspapers, one periodical. Capital in manufactures, 195,450 dollars."—*U. S. Gaz.*

LANCASTER, formerly capital of the state, is situated one mile and a half west of Conestoga creek, which falls into the Susquehanna, nine miles south-south-west of the city. Population, in 1820, 6663; 1830, 7704; 1840, 8417. It is regularly laid out with wide streets, crossing each other at right angles. The streets are well paved and kept in a neat condition. It is surrounded by a very fertile, highly cultivated and populous country. The great western turnpike from Philadelphia to Pittsburg, and the Philadelphia and Columbia railroad, pass through the city. Its commerce and manufactures are considerable. There were, in 1840, two commission houses engaged in foreign trade, capital 38,000 dollars; thirty-two stores, capital 242,750 dollars; three lumber yards, capital 16,000 dollars; three furnaces; machinery manufactured, value 12,500 dollars; two tanneries, thirteen distilleries, four breweries, four potteries, two rope-walks, five printing offices, three binderies, six weekly newspapers. Capital in manufactures, 223,439 dollars. There were in the township, one cotton factory, 2000 spindles, five distilleries, three flouring mills, three grist mills, and two saw mills. Capital in manufactures, 90,000 dollars. Population, 809.

LOWER MERION, watered by Schuylkill river, and Mill and Cobb's creeks. It had, in 1840, nine stores, capital 13,950 dollars; two lumber yards, capital 6500 dollars; two woollen factories, three cotton factories, 1532 spindles, seven paper factories, three grist mills, three saw mills. Capital in manufactures, 117,170 dollars. Population, 2827.

MAUCH CHUNK, belongs chiefly to the Lehigh navigation and coal company, and contains several villages connected with the coal business. About 1200 of the inhabitants are employed in mining and shipping coal, and there is little agricultural cultivation in the neighbourhood, the provisions being brought from an average distance of twenty miles. An inclined plane, 700 feet long, rising 200 feet, and a railway, nine miles long, extends to the great coal mine. About thirty acres have been worked from this single vein, and have produced more than 1,200,000 tons. Here is a village called Coalville, of forty dwellings, occupied by miners. Below Mauch Chunk the coal is conveyed by the Lehigh canal. This township has seven stores, capital 41,000 dollars; three lumber yards, capital 7000 dollars; one printing office, one weekly newspaper, one grist mill, four saw mills. Capital in manufactures, 28,000 dollars. Population, 2193.

PITTSBURG, city, port of entry, and capital of Alleghany county, Pennsylvania, is situated at the confluence of the Alleghany and Monongahela rivers, where they form the Ohio, which is here a quarter of a mile wide. It is in 40 deg. 32 min. north latitude, and 80 deg. 2 min. west longitude; 230 miles west-north-west of Baltimore, 297 miles west by north of Philadelphia, 200 miles west-north-west of Harrisburg, 226 miles from Washington. Population, in 1810, 4768; 1820, 7248; 1830, 12,542; 1840, 21,415, being the second city in population in the state, and the thirteenth in the United States. "It is built on a beautiful plain between the two rivers, in the form of a triangle. About a mile back of the point it is encompassed by Grant's, Ayers', and Quarry hills. It is compactly built, with some handsome buildings, generally of brick; but a dingy appearance is given to them by the dust of the bituminous coal, so extensively used in manufactures and otherwise. The city was first laid out in 1765, on the north-east bank of the Monongahela, after the plan of Philadelphia, with streets running parallel with the river, and crossed by others at right angles. The streets on the Alleghany also runs parallel with the river, and are crossed by streets at right

angles; and the cross streets meet each other obliquely, a few streets back from the river. A bridge crosses the Alleghany, and another the Monongahela river, the former of which cost 96,000 dollars, and the latter 102,000 dollars. The Pennsylvania canal crosses the Alleghany river in an aqueduct, and several ferries cross the Monongahela. The harbour of Pittsburg is chiefly on the Monongahela, where the water is deeper than in the Alleghany. There are eighty-nine steamboats, averaging over 125 tons burden, owned wholly or in part in the district of Pittsburg. The hills with which Pittsburg is surrounded are filled with bituminous coal, which is inexhaustible, and affords great aid to its manufactures. There are thirty-five churches—five Presbyterians, one Reformed Presbyterian, four Methodist, one Protestant Methodist, one Cumberland Presbyterian, three Baptist, two Episcopal, five Scots Presbyterian, two Lutheran, two Congregational, three Welsh Methodist, one Unitarian, one Disciples, three Roman Catholic, and one African. There are four banks, with an aggregate capital of 3,000,000 dollars, besides a bank for savings, and two insurance offices, with a total capital of 500,000 dollars.

“Among the public buildings of Pittsburg, the new court house, situated on Grant's hill, is a splendid edifice, 165 feet long, and 100 feet broad, of Grecian Doric architecture, in a very commanding situation, and cost 200,000 dollars. The building of the Western University of Pennsylvania is also near Grant's hill, on the Monongahela side of the city. There is a spacious Roman Catholic cathedral on Grant's hill. There are a museum, which contains many aboriginal curiosities, and several splendid hotels. There are several literary societies, with small libraries, which would probably be more efficient, if united in one large institution. There are three market houses. The city is supplied with water raised from the Alleghany river, a very pure stream, by steam power, which supplies 1,500,000 gallons daily, and is sent over the city in pipes, in the whole nine miles and a quarter in length, and is to be further extended, and which cost 188,056 dollars. Pittsburg is alike distinguished for its commerce and manufactures. Tonnage, in 1840, 12,000 tons. It had, in 1840, seven commercial and thirty-two commission houses, with a capital of 1,241,110 dollars; 408 retail stores, capital 4,165,190 dollars; seventeen lumber yards, capital 167,000 dollars; twenty-five furnaces, five forges, capital 1,219,000 dollars; value of machinery manufactured, 443,500 dollars; hardware and cutlery, &c., 276,500 dollars; five cannon and 1350 small arms manufactured; precious metals, 14,860 dollars; various metals, 196,700 dollars; one fulling mill, one woollen factory, capital 10,000 dollars; two cotton factories, with 3000 spindles, four tanneries, five breweries, paints and drugs, capital 203,300 dollars; four glass factories, two glass cutting establishments, two flouring mills, five saw mills, one oil mill, eighteen printing offices, seven binderies, four daily, eleven weekly newspapers, fifty-three brick and stone houses, and fifteen wooden houses built, cost 161,200 dollars. Capital in manufactures, 2,057,952 dollars. One college, fifty students; nine academies, 755 students; eighteen schools, 2581 scholars.

“There are several places in the vicinity of Pittsburg, which, though under different organisation, should be regarded as suburbs of it, the principal of which, Alleghany City, on the north-west side of the Alleghany river, with, in 1840, three cotton factories, and 10,089 inhabitants.”—*U. S. Gaz.*

The following statistics of Pittsburg for 1842 and 1843, were published in “*Hazard's Register*,”—“It has twenty-eight furnaces for cast iron, number of tons produced, 6584; value manufactured, about 446,880 dollars. Number of bloomeries, forges, and rolling mills, for bar iron and nails, twelve; number of tons produced, 45,100; value manufactured, about 4,500,000 dollars; number of hands employed, including miners, 2305; amount of capital invested, 1,931,000 dollars. Glass department—number of glass houses, sixteen; cutting establishments, nine; men employed, 515; value of manufactured articles, including looking glasses, 520,000 dollars; amount of capital invested, 580,000 dollars. Hardware and cutlery department—value of hardware and cutlery manufactured, 351,500 dollars; number of men employed, 210; small arms made, 1350; men employed, thirteen. Precious metals—value manufactured, 4860 dollars; men employed, six.

	dollars.
Total amount of capital invested in manufactures (iron not included) . . .	3,917,472
Iron department	1,931,000

• Total capital in manufactures 5,848,472

BIRMINGHAM BOROUGH, on the south side of the Monongahela, which has one furnace, six glass factories, four glass cutting works, one pottery. Capital in manufactures, 155,750 dollars. Population, 1554.

POTTSVILLE, situated at the termination of Schuylkill canal, ninety-nine miles north-west of Philadelphia. In 1824, it had only five houses. In 1840, it had 4345 inhabitants. Capital in manufactures, 141,000 dollars. It owes its rise to the canal and coal trade.

NORRISTOWN, situated on the north side of Schuylkill river. It contained, in 1840, fourteen stores, capital 85,000 dollars; two lumber yards, capital 20,000 dollars; one forge, three cotton factories, 19,064 spindles, one tannery, two printing offices, two semi-weekly newspapers, two flouring mills, one saw mill. Capital in manufactures, 297,475 dollars. Population, 2937.

READING, fifty-seven miles north-west of Philadelphia, on the east bank of Schuylkill river. The streets are spacious and straight, crossing each other at right angles, five running east and west, and nine north and south. There is a square in the centre, on which stands a court house, 220 feet long, by 220 broad. "Fifty-five thousand dozens of hats are manufactured annually, for the southern and western markets. Seven weekly newspapers are issued, two of them in German, one of which last has been published for forty years, with a large circulation. A rolling mill can roll 3500 tons of bar iron, and 1500 tons of nails can be manufactured annually. The fires are exclusively of anthracite coal. White wines, of an excellent quality, are made to the amount of 100 barrels annually. Two fine covered bridges cross the Schuylkill here, 600 feet wide, one of which cost 60,000 dollars. The Schuylkill and Union canal meet here, and the Philadelphia and Reading railroad passes through the place. It is abundantly supplied with spring water in pipes. Iron ore and limestone are found in the vicinity. It had, in 1840, twenty-three stores, capital 161,000 dollars; three lumber yards, capital 60,000 dollars; one forge, three tanneries, one distillery, two breweries, one pottery, one printing office, five weekly newspapers, two grist mills. Capital in manufactures, 66,759 dollars. Population, 8410."—*U. S. Gaz.*

X. DELAWARE.

DELAWARE is bounded on the north by Pennsylvania; east by Delaware river and bay; and south and west by Maryland. It is situated between 38 deg. 29 min. and 39 deg. 47 min. north latitude, and between 74 deg. 53 min. and 75 deg. 40 min. west longitude, and between 1 deg. 13 min. and 1 deg. 57 min. east from Washington. It is about ninety-two miles long, and twenty-three miles broad; its area is only about 2120 square miles, or 1,356,800 English statute acres. The number of inhabitants in 1790, was 59,094; in 1800, 64,272; in 1810, 72,674; in 1820, 72,749; in 1830, 76,739; in 1840, 78,085; of which 2605 were slaves; 29,259 were white males, 29,302 white females; 8626 free coloured males, 8293 free coloured females. Employed in agriculture, 16,015; in commerce, 467; in manufactures and trades, 4060; navigating the ocean, 401; navigating canals and rivers, 235; learned professions and engineers, 199.

This state is divided into three counties, which, with their population, in 1840, and capitals, are as follows; Kent, 19,872, C. Dover; New Castle, 33,120, C. Wilmington and New Castle; Sussex, 25,093, C. Georgetown. These counties are divided into twenty-four hundreds.

Dover, situated on Jones's creek, seven miles from its entrance into Delaware bay, is the seat of government.

Soil.—The lower part of this state is very level. The northern is undulated, and in some parts rises into high hills. An elevated table-land, near its western border, passes through the state, dividing the waters which fall into the Chesapeake, from those which flow into Delaware bay. This table-land abounds in swamps, in which most of the rivers and streams have their sources; some flowing west to the Chesapeake, and others east to the Delaware. "The swamps and stagnant waters, which are unfit for the purposes of agriculture, and injurious to the health of the inhabitants. At the southern extremity of the state is the Cypress swamp, a morass twelve miles in length and six in breadth, including an area of nearly 50,000 acres of land, the whole of which is a high and level basin, very wet, though undoubtedly the highest land between the sea and the bay. The swamp contains a great variety of trees, plants, wild beasts, birds, and reptiles. In the northern parts, along the Delaware river and bay, and from eight to ten miles into the interior, the soil is generally a rich clay, in which a great variety of the most useful productions can be plentifully reared; from thence to the swamps the soil is light, sandy, and of an inferior quality. In the central parts of the state there is a considerable mixture of sand; and in the southern part it renders the soil almost totally unproductive."

—*Book of United States.* The principal productions are wheat, of a superior quality, Indian corn, rye, barley, oats, flax, buckwheat, and potatoes. The southern part affords some fine grazing land; and from the Cypress swamp on Indian river, large quantities of timber are exported. Wheat is the principal article of export, and the Brandywine mills, in the neighbourhood of Wilmington, are among the finest in the United States.—*U. S. Gaz.*

Live Stock and Agriculture.—In 1840, there were 14,421 horses and mules, 53,833

neat cattle, 89,247 sheep, 74,228 swine; poultry valued at 47,265 dollars. There were produced 315,165 bushels of wheat; 5260 bushels of barley, 927,405 bushels of oats, 33,546 bushels of rye, 11,299 bushels of buckwheat, 2,099,359 bushels of Indian corn, 64,404 lbs. of wool, 200,712 bushels of potatoes, 22,483 tons of hay, 1458 lbs. of silk cocoons. The products of the dairy amounted to 113,828 dollars, and of the orchard to 28,211 dollars.—*Official Returns.*

Trade.—There were 327 retail dry goods and other stores, employing a capital of 967,750 dollars; 140 persons were engaged in the lumber trade, with a capital of 83,280 dollars; and 165 persons were employed in the fisheries, with a capital of 170,000 dollars.—*Official Returns.*

Manufactures.—There were home-made, or family articles produced to the value of 62,116 dollars; two woollen manufactories, employing eighty-three persons, producing articles to the value of 104,700 dollars, and employing a capital of 107,000 dollars; eleven cotton manufactories, with 24,492 spindles, employing 566 persons, producing articles to the value of 332,272 dollars, and employing a capital of 330,500 dollars; two furnaces produced seventeen tons of cast iron, and five forges produced 449 tons of bar iron, with a capital of 36,200 dollars; one paper mill produced to the value of 20,800 dollars, and other manufactures of paper to the value of 1500 dollars, the whole employing fifteen persons, and a capital of 16,200 dollars; nine persons manufactured pottery to the value of 4300 dollars, with a capital of 1100 dollars; hats and caps were manufactured to the value of 15,300 dollars, and straw bonnets to the value of 450 dollars, employing thirty-five persons, and a capital of 9075 dollars; eighteen tanneries employed sixty-six persons, and a capital of 89,300 dollars; seventy-five other manufactories of leathers, as saddleries, &c., manufactured articles to the value of 166,037 dollars, employing a capital of 161,630 dollars; nine persons manufactured confectionary to the value of 6500 dollars, with a capital of 2500 dollars; twenty-seven powder mills, employing 145 persons, manufactured 2,100,000 lbs. of gunpowder, with a capital of 220,000 dollars; 299 persons manufactured machinery to the value of 314,500 dollars; ten persons manufactured hardware and cutlery to the value of 22,000 dollars; ten persons manufactured granite and marble to the value of 12,000 dollars; 116 persons produced brick and lime to the value of 56,536 dollars; 143 persons manufactured carriages and waggons to the value of 49,417 dollars, with a capital of 25,150 dollars; twenty-one flouring mills manufactured 76,194 barrels of flour, and with other mills, employed 288 persons, and produced to the value of 737,971 dollars, with a capital of 294,150 dollars; ships were built to the value of 35,400 dollars; 130 persons manufactured furniture to the value of 16,300 dollars, employing a capital of 34,800 dollars; forty-seven brick houses and 104 wooden houses built, employed 299 persons, and cost 145,850 dollars; six printing offices and two binderies, three weekly and three semi-weekly newspapers, and two periodicals, employed thirty-three persons, and a capital of 11,450 dollars. The whole amount of capital in the state employed in manufactures was 1,589,215 dollars.—*Official Returns.*

The climate of this state is generally mild, though in the northern part the winter season is sometimes considerably severe. It is generally healthy.

The rivers are small. Brandywine creek rises in Pennsylvania, is forty miles long, and uniting with Christiana creek, forms the harbour of Wilmington. one mile below the town, and two miles west of Delaware river. Duck creek, Mispillion creek, and Indian river, flow into the Delaware.

DELAWARE BAY washes the eastern part of the state. It has no good natural harbours in this part of it. To remedy this inconvenience, the government of the United States have undertaken the construction of the Delaware Breakwater, in front of Lewiston, near Cape Henlopen. It consists of two piers; an ice-breaker, 1500 feet long; and a break-water, 3600 feet long; and when completed, is estimated to cost 2,216,950 dollars.—*U. S. Gaz.*

Wilmington is the largest and most commercial town in the state. Vessels drawing fourteen feet of water, ascend to its wharfs; it has some trade, and several ships engaged in the whaling business. The other principal towns are Dover and New Castle.

Education.—There is one college in the state, Newark College, at Newark, which was founded in 1833, and had, in 1840, twenty-three students. Besides this, there were

in the state twenty academies, with 761 students; 152 primary and common schools, with 6924 scholars; and 4832 persons over twenty years of age who could neither read nor write.—*Official Returns*.

Religion.—The principal religious denominations are the Presbyterians, who, in 1836, had fifteen ministers; the Methodists, fifteen ministers; the Episcopalians, six ministers; the Baptists, nine churches and five ministers; and the Roman Catholics, two ministers; besides some Friends.

In January, 1840, the state had four banks, and four branches, with an aggregate capital of 1,071,318 dollars. The state had no state debt.—*Official Returns, U. S. Gaz.*

Public Works.—The Chesapeake and Delaware canal, is the most important internal improvement in Delaware. "It crosses the northern part of the state, commencing at Delaware city (which has only forty houses), forty-six miles below Philadelphia, and extends thirteen miles and a half to Back creek, a navigable branch of Elk river. Being sixty-six feet wide at the surface, and ten feet deep, it is navigable for sloops and steamboats. The Deep Cut in this canal is four miles in length, through a hill ninety feet high. This canal was commenced in 1824, and completed in 1829, at a cost of 2,200,000 dollars. The New Castle and Frenchtown railroad also forms a connexion between the Delaware and Chesapeake. It extends from New Castle on the Delaware river to Frenchtown on Elk river, is sixteen miles and a quarter long, and was finished in 1832, at an expense of 400,000 dollars."—*U. S. Gaz.*

PRINCIPAL TOWNS.*

DOVER, capital of Delaware county, fifty miles south of Wilmington, is situated on high ground, between the two principal branches of Jones's creek, ten miles from its entrance into Delaware bay. It is regularly laid out with wide streets, at right angles with each other; and the houses, which are chiefly of brick, are generally neat and handsome. The state house stands on the east side of a large public square, and is an elegant building; and the other public buildings are built around the same square. It contains three churches—one Presbyterian, one Episcopal, and one Methodist—a bank, an academy, six stores, ninety dwellings, and about 600 inhabitants. Its trade is chiefly in flour, with Philadelphia. There are in the hundred, nine stores, capital 25,100 dollars; one printing office, one periodical paper, three grist mills, two saw mills. Capital in manufactures, 16,200 dollars. Population, 3790.

MILFORD, twenty-one miles south by east of Dover, situated on the north side of Mispillion creek, which enters Delaware bay. There are in the hundred, thirteen stores, capital 6990 dollars; two tanneries, six grist mills, three saw mills. Capital in manufactures, 24,000 dollars. Population, 2356.

NEW CASTLE, five miles south-south-west of Wilmington, situated on the west bank of Delaware river, thirty-two miles south-west of Philadelphia. It contains ten stores, 195 dwellings, and 1200 inhabitants. The New Castle and Frenchtown railroad have a large establishment here for the manufacture of steam-engines, locomotives, and other things connected with railroads, including an iron and brass foundry, &c., with a capital of 110,000 dollars. Population, 2737. Tonnage, in 1840, 3661.

WILMINGTON, port of entry, situated between Brandywine and Christiana creeks, one mile above their junction, two miles west of Delaware river, forty-seven miles north of Dover, twenty-eight miles south-west of Philadelphia; in 39 deg. 41 min. north latitude, and 75 deg. 28 min. west longitude. Population, in 1830, 8628; in 1840, 8367. It is regularly laid out, with wide streets crossing each other at right angles, and built on ground gradually rising to the height of 112 feet above tide-water, and the situation is healthy and pleasant. The houses are well built, generally of brick. The city contains a city hall, two market houses, three banks. Christiana creek is navigable for vessels requiring fourteen feet of water to the city. On Brandywine creek are some of the finest flouring mills in the United States, to which vessels drawing eight feet of water can come. Wilmington has considerable commerce. It is extensively engaged in the whale fishery. Tonnage, in 1840, 16,110. It has a daily communication with Philadelphia and Baltimore, by railroad. There were, in 1840, ninety-five stores, capital 344,850 dollars; three lumber yards,

capital 60,000 dollars; fisheries, capital 170,000 dollars; value of machinery produced, 258,500 dollars; one cotton factory, 1140 spindles, two tanneries, three breweries, two potteries, one rope-walk, six flouring mills, one grist mill, three printing offices, two binderies, three weekly and three semi-weekly newspapers, one periodical. Capital in manufactures, 459,900 dollars.

• FINANCES.

The state of Delaware has no public debt, and the revenue has been hitherto more than sufficient to meet the expenditure. There is a school-fund, amounting to about 174,000 dollars; and the annual outlay by the state for schools, is estimated at about 32,000 dollars.

FOREIGN Commerce of Delaware, from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....			119,870	....	40,299	138	4283 00
1792.....			133,972	....	20,274	....	3954 00
1793.....			93,550	....	60,277	33	927 45
1794.....			207,985	....	28,367	498	1064 11
1795.....			158,041	....	32,089	4,184	1290 37
1796.....			201,142	....	45,467	29,871	1574 28
1797.....			98,929	....	85,052	14,688	2724 21
1798.....			183,727	....	101,629	18,710	2357 89
1799.....			297,065	....	57,584	20,510	2217 16
1800.....			418,695	....	154,553	33,388	2060 62
1801.....			440,504	....	155,105	56,188	3752 02
1802.....			428,153	....	74,629	64,578	1057 82
1803.....	187,687	240,466	428,153	....	53,890	40,016	1793 81
1804.....	180,081	517,315	697,396	....	168,547	56,179	2512 55
1805.....	77,817	240,556	358,383	....	33,902	88,680	1715 21
1806.....	125,787	374,819	500,606	....	151,301	50,530	1073 29
1807.....	77,695	151,380	229,275	....	52,228	15,344	1165 00
1808.....	38,052	70,683	108,735	....	38,191	6,991	755 40
1809.....	96,495	41,541	138,036	....	102,669	21,204	1461 83
1810.....	79,988	40,354	120,342	....	38,191	28,500	1242 08
1811.....	76,945	10,687	88,632	....	14,890	1,325	256 41
1812.....	29,744	....	29,744	....	382,837	4,876	247 79
1813.....	133,432	....	133,432	....	91,929	....	320 17
1814.....	14,914	....	14,914	....	14,230	....	654 61
1815.....	105,102	....	105,102	....	42,173	....	1305 31
1816.....	54,685	1,532	56,217	....	13,511	835	518 88
1817.....	38,771	6,083	44,854	....	6,025	....	516 50
1818.....	30,181	1,344	31,525	....	10,194	....	538 38
1819.....	27,378	2,450	29,828	....	12,210	....	180 90
1820.....	89,493	....	89,493	....	25,407	2,349	160 79
1821.....	75,915	9,530	85,445	80,997	18,314	5,041	678 60
1822.....	168,950	4,642	168,492	216,969	40,971	9,523	382 56
1823.....	35,724	18,113	53,837	60,124	8,083	1,173	124 14
1824.....	18,964	....	18,964	12,080	21	3,010	08 43
1825.....	29,361	2,995	31,656	18,693	6,656	....	1083 89
1826.....	33,318	4,877	35,195	10,000	5,976	810	158 81
1827.....	9,406	....	9,406	6,503	592	861	158 50
1828.....	27,028	2,367	29,395	15,200	6,150	98	357 78
1829.....	7,195	....	7,195	24,179	15,838	1,444	....
1830.....	52,258	....	52,258	26,574	8,372	407	143 00
1831.....	34,514	....	31,574	21,656	7,140	467	90 93
1832.....	16,242	....	16,242	28,053	7,940	254	....
1833.....	45,911	....	45,911	9,043	8,470	208	....
1834.....	51,945	....	20,945	185,403	4,478	....	439 57
1835.....	88,826	....	88,826	10,611	3,209	....	992 83
1836.....	74,981	....	74,981	107,063	68,630	....	1503 48
1837.....	40,333	....	40,333	60,841	....	....	2028 74
1838.....	36,844	....	36,844	1,348	....	....	1398 71
1839.....	8,680	....	8,680	none	....	....	....
1840.....	37,001	....	37,001	802	....	....	....
1841.....	38,585	....	38,585	3,876	....	....	....
1842.....	53,635	....	53,635	3,537	....	....	....
1843.....	98,490	192	98,682	4,685	....	....	....
1844.....							

SOUTHERN ATLANTIC STATES.—I. MARYLAND.

MARYLAND, is bounded north by Pennsylvania; east by Delaware, and the Atlantic; and south and west by Virginia. It is between 38 deg. and 39 deg. 44 min. north latitude, and between 75 deg. 10 min. and 79 deg. 20 min. west longitude, and between 2 deg. 31 min. west and 1 deg. 58 min. east from Washington. It is 196 miles long, and 120 broad, containing 13,959 square miles, or 8,933,760 acres, of which one-fifth is water. The Chesapeake bay runs nearly through the state from south to north, dividing it into two parts, called the *Eastern Shore* and the *Western Shore*.

The population, in 1790, was 319,728; in 1800, 345,824; in 1810, 380,546; in 1820, 407,350; in 1830, 446,913; in 1840, 469,232, of which 89,495 were slaves. Of the free population 158,636 were white males; 159,081 white females; 29,173 were coloured males; 32,847 coloured females. Employed in agriculture, 60,851; in commerce, 3249; in manufactures and trades, 21,325; navigating the ocean, 721; navigating canals, lakes, and rivers, 1519; learned professions, 1647.

This state is divided into twenty counties, which, with their population, in 1840, and their capitals, were as follows: *Western Shore*—Alleghany, 15,690, C. Cumberland; Anne Arundel, 29,532, C. Annapolis; Baltimore, 134,379, C. Baltimore; Calvert, 9229, C. Prince Frederick; Carroll, 17,241, C. Westminster; Charles, 16,023, C. Port Tobacco; Frederick, 36,405, C. Frederick; Harford, 17,120, C. Bel Air; Montgomery, 14,662, C. Rockville; Prince George's, 19,539, C. Upper Marlboro; St. Mary's, 13,224, C. Leonardtown; Washington, 28,850, C. Hagerstown. *Eastern Shore*—Caroline, 7806, C. Denton; Cecil, 17,232, C. Elkton; Dorchester, 18,843, C. Cambridge; Kent, 10,842, C. Chestertown; Queen Anne's, 12,633, C. Centreville; Somerset, 19,508, C. Princess Anne; Talbot, 12,090, C. Easton; Worcester, 18,377, C. Snowhill.

Soil.—Near the eastern shores of the Chesapeake, the land is generally level, and in many places covered with stagnant waters, which, in the summer and autumn, cause agues and intermittent fevers. On the western shores of the Chesapeake the country is generally flat, and the soil resembles that of the eastern shores. As we ascend to where the rivers are broken by cataracts, the country is undulated and hilly; and in the western part of the state it is traversed by high ranges, under the names of South mountain, North mountain, Sideling hill, Warrior's, Evits', Willis', and Alleghany mountains. The soil of the state is generally a red loam, or clay, and much of it is excellent. Wheat and tobacco are the staple productions. Some cotton, of an inferior quality, is raised in the western counties, and, south of Baltimore, tobacco of superior quality, denominated *kitesfoot*, Hemp and flax are produced in considerable quantities. Apples, pears, peaches, melons, and plums, are abundant. The forests abound with various nuts, suitable for fattening hogs, which are suffered to run wild in the woods, and, when fattened, are killed and exported in great quantities. The climate, in the mountainous region, is salubrious; and in the valleys between the mountains is much fine land, adapted both to grain and to grazing.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In this state there were, in 1840, 92,920 horses and mules, 225,714 neat cattle, 257,922 sheep, 416,943 swine, poultry to the value of 218,765 dollars. There were produced 3,345,783 bushels of wheat, 3594 bushels of barley, 3,534,211 bushels of oats, 723,577 bushels of rye, 73,606 bushels of buckwheat, 8,233,086 bushels of Indian corn, 488,201 lbs. of wool, 2357 lbs. of hops, 3674 lbs. of wax, 1,036,433 bushels of potatoes, 106,687 tons of hay, 24,816,012 lbs. of tobacco, 5673 lbs. of cotton, 2290 lbs. of silk cocoons, 36,266 lbs. of sugar. The products of the dairy amounted in value to 457,466 dollars; of the orchard, 105,740 dollars; of lumber, 226,977 dollars. There were made 7585 gallons of wine.—*Official Returns*.

In an article in "Hunt's Magazine," on the Resources of Maryland, in 1841, the writer gives the following table of live stock and products:—

AGRICULTURAL Productions, &c., and Value on the Farm, viz.:

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
		dollars.			dollars.
Wheat..... bushels	3,541,433	2,655,075	Orchards.....	....	114,338
Corn..... do.	8,356,565	3,133,613	Market Gardens.....	....	132,197
Oats..... do.	3,579,950	949,988	Nurseries.....	....	10,591
Rye..... do.	784,303	392,151	Horses and mules..... number	94,054	4,000,000
Buckwheat..... do.	47,858	35,894	Neat cattle..... do.	238,827	2,000,000
Barley..... do.	3,614	1,450	Swine..... do.	419,520	1,252,000
Potatoes..... do.	1,058,901	211,780	Sheep..... do.	262,807	394,210
Tobacco..... lbs.	21,916,912	1,095,400	Poultry..... do.	....	218,243
Hay..... tons	110,816	1,100,000	Wool..... lbs.	502,499	100,500
Hemp..... do.	117	14,140	Dairies.....	....	470,561
Cotton..... lbs.	7,108	700	Bees-wax..... lbs.	3,684	921
Hops..... do.	2,368	473			

Minerals.—The mineral riches of this state are described as very abundant. Iron ore is found in various parts of the state, and extensive beds of coal between the mountains in the western part. Copper ore is also found, and marble, granite, slate, asbestos, &c., abound.

Rivers.—The Potomac river, which divides this state from Virginia, is 550 miles long, and navigable about 300 miles to Washington. It is seven miles and a half wide at its mouth, and one mile and a quarter at Alexandria, 290 miles from its mouth. The Susquehanna is a large river, which enters into the head of the Chesapeake bay in this state. It is one mile and a quarter wide at its mouth, but is navigable only five miles, being, above that, much obstructed by falls and rapids. The Patuxent is a small river, navigable, however, fourteen miles to Baltimore for large ships. The Patuxent is 110 miles long, and is navigable, for fifty miles, for vessels of 250 tons. The other streams of any consequence are the Elk, Sassafras, Chester, Choptank, Nanticoke, and Pocomoke.

Chesapeake bay is 270 miles long, and from seven to twenty wide; and by its deep water and numerous inlets, furnishes several good harbours.—*U. S. Gaz.*

Trade.—In 1840, there were in the state, seventy commercial and 117 commission houses engaged in foreign trade, employing a capital of 4,414,000 dollars; 2562 retail dry goods and other stores, with a capital of 9,246,170 dollars; 1330 persons engaged in the lumber trade, employing a capital of 307,300 dollars; 103 persons employed in internal transportation, who, with 211 butchers, packers, &c., employed a capital of 28,880 dollars; 7814 persons employed in the fisheries, with a capital of 88,947 dollars.—*Official Returns.*

Manufactures.—The manufactures of home-made articles, made in the houses of families, amounted in value to 176,050 dollars; thirty-nine fulling mills and twenty-nine woolen manufactories, employing 388 persons, producing articles to the value of 235,900 dollars, and employing a capital of 117,630 dollars; twenty-one cotton manufactories, with 41,182 spindles, employing 2284 persons, producing articles to the value of 1,150,580 dollars, and employing a capital of 1,304,400 dollars; thirteen rope factories employed 198 persons, and produced articles to the value of 141,050 dollars; twelve furnaces, producing 8876 tons of cast iron, and seventeen forges, &c., producing 7900 tons of bar iron, the whole employing 1782 persons, and a capital of 795,650 dollars; seventeen paper manufactories produced to the value of 195,100 dollars, and other paper manufactories 3000 dollars, the whole employing 171 persons, and a capital of 95,400 dollars; ninety-three persons produced 1,865,240 lbs. of soap, and 731,446 lbs. of tallow candles, and 35,000 lbs. of spermaceti candles, employing a capital of 98,600 dollars; seventy-three distilleries produced 366,213 gallons, and eleven breweries produced 828,140 gallons, the whole employing 199 persons, and a capital of 185,790 dollars; hats and caps were manufactured to the value of 153,456 dollars, and straw bonnets to the value of 13,200 dollars, the whole employing 205 persons, and a capital of 76,620 dollars; 161 tanneries employed 1035 persons, and a capital of 713,655 dollars; 408 saddleries and other manufactories of leather, produced articles to the value of 1,050,275 dollars, with a capital of 434,127 dollars; one glass house, employing thirty-seven persons, produced articles to the value of 40,000 dollars, with a capital of 30,000 dollars; twenty-three potteries employed ninety

persons, producing to the value of 60,240 dollars, with a capital of 25,120 dollars ; five powder mills employed forty-seven persons, and produced 669,125 lbs. of gunpowder, with a capital of 46,000 dollars ; fifty-two persons produced drugs and paints to the value of 80,100 dollars, with a capital of 85,100 dollars ; six sugar refineries produced 176,000 dollars ; 102 persons produced confectionery to the value of 73,450 dollars ; 278 persons manufactured tobacco to the value of 232,000 dollars, with a capital of 125,100 dollars ; 247 persons manufactured granite and marble to the value of 152,750 dollars ; 1042 persons produced bricks and lime to the value of 409,456 dollars ; 723 persons produced machinery to the value of 348,165 dollars ; thirty-six persons manufactured hardware and cutlery to the value of 15,670 dollars ; 690 persons produced carriages and waggons to the value of 357,622 dollars, with a capital of 154,955 dollars ; 189 flouring mills produced 466,708 barrels of flour, and, with other mills, employed 898 persons, producing articles to the value of 3,267,250 dollars, and employed a capital of 4,069,671 dollars ; ships were built to the value of 279,771 dollars ; 834 persons manufactured furniture to the value of 305,360 dollars, with a capital of 339,336 dollars ; 389 brick or stone houses, and 592 wooden houses, were built, employing 2026 persons, and cost 1,078,770 dollars ; forty-eight printing offices, and fifteen binderies, seven daily, seven semi-weekly, and twenty-eight weekly newspapers, and seven periodicals, employed 376 persons, and a capital of 159,100 dollars. The whole value of capital employed in manufactures in the state amounted to 6,450,284 dollars.—*Official Returns.*

Education.—Washington College, at Chestertown, was established in 1782 ; St. John's College, at Annapolis, in 1784. These two subsequently formed a university. St. Mary's College, at Baltimore, was founded in 1799, by the Catholics. The Baltimore Medical School was founded in 1807. In 1812, there were connected with it the faculties of general science, law, and divinity, and it received the name of the University of Maryland. Mount St. Mary's College was established near Emmetsburg, in 1830, by the Catholics. These institutions had, in 1840, about 400 students. Besides, there were 127 academies and grammar schools, with 4178 students ; and 567 primary and common schools, with 16,982 scholars. There were 11,605 white persons, over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—The first settlers of this state were Roman Catholics, and they are still numerous. They have an archbishop, who is metropolitan of the United States, and sixty churches. The Episcopalians have seventy-seven ministers ; the Presbyterians, twenty-five ; the Baltimore Methodist Conference, which extends into some other states, has 172 travelling preachers ; the Baptists have twenty ministers ; the German Reformed, nine ; and there are some Lutherans, Friends, Unitarians, &c.—*U. S. Gaz.*

Banks.—There were in this state, in 1840, thirteen banks, with an aggregate capital of 9,106,031 dollars, and a circulation of 2,328,525 dollars.

Public Works.—Two of the greatest works of internal improvement in the United States have been projected and commenced by Maryland. The first is the Chesapeake and Ohio canals commencing at Georgetown, District of Columbia, and to extend to Cumberland, on the Potomac, and thence by Wills creek and the Youghiogheny and Monongahela rivers to Pittsburg, a distance of 541½ miles. It would require a tunnel through the Alleghany mountains four miles and eighty yards in length. The whole amount of lockage will be 3215 feet. The estimated cost is 9,347,408 dollars. The state of Maryland has subscribed 3,000,000 dollars, and the United States 1,000,000 dollars, towards the completion of the undertaking. A charter was granted by Virginia in 1824, and confirmed by Maryland and the congress of the United States in 1825, and the work was commenced in 1828. It has been nearly completed from Georgetown to Cumberland, 185 miles, and has been extended to Alexandria.—*U. S. Gaz.*

The second great work is the Baltimore and Ohio railroad, designed to extend from Baltimore to Wheeling, on the Ohio, 360 miles. It was incorporated by the legislature of Maryland, Virginia, and Pennsylvania, in 1827, and commenced July 4th, 1828. The state of Maryland has subscribed to the stock 3,000,000 dollars, and the city of Baltimore, 3,000,000 dollars. It is completed from Baltimore to Cumberland. The Washington branch extends thirty miles and a quarter from Potapscoc river to Washington. The Baltimore and Port Deposit railroad extends thirty-six miles from Baltimore to Havre de

Grace." The Baltimore and Susquehanna railroad extends fifty-six miles from Baltimore to York, Pennsylvania. The Reistertown branch railroad commences six miles from Baltimore, and extends eight miles to Reistertown. The Wilmington and Susquehanna railroad extends from Havre de Grace thirty-two miles, to Wilmington, Delaware. The Annapolis and Elkridge railroad extends nineteen miles and three-quarters from Washington branch to Annapolis.—*U. S. Gaz.*

PRINCIPAL TOWNS OF MARYLAND.

ANNAPOLIS, city and port of entry, capital of Maryland, on the west side of the Severn, two miles from its mouth in Chesapeake bay, twenty-eight miles south-south-east of Baltimore, 39 deg. north latitude, 76 deg. 43 min. west longitude, and 31 min. east longitude from Washington. Population, 1830, 2623; 1840, 2792. "It has been the seat of government in Maryland, since 1699. The tonnage of the port, in 1840, was 4519. The state house is a fine building in the centre of the city, from which, and from the Episcopal church, the streets radiate as from two centres. There is an Episcopal and a Methodist church, a market house, bank, and theatre, and about 350 dwellings, stores, &c. The University of Maryland has one of its branches here, called St. John's college, chartered as a Roman Catholic institution in 1784; but as such became extinct; and has been resuscitated under different auspices. It has a president, four professors, or other instructors, 120 alumni, of whom six were ministers, twenty-seven students, and 4000 volumes in its libraries. Commencement 22nd of February. Aid is afforded to indigent students."—*U. S. Gaz.* In 1840, the city contained forty stores, capital 59,550 dollars; one tannery, two printing offices, two semi-weekly newspapers. Capital in manufactures, 12,150 dollars.—*Official Returns.*

FREDERICK, city, seventy-five miles west-north-west of Annapolis, the second place in importance in the state, being inferior only to Baltimore, is situated on Carroll's creek, a branch of Monococy creek, three miles west of the latter. It is regularly laid out, with wide streets, crossing each other at right angles, many of them paved; and contains public offices, twelve churches, several banks, literary and scientific institutions, about 800 dwelling houses, mostly of stone or brick, and 5182 inhabitants. The great road from Baltimore to Wheeling passes through the place; and a branch railroad, three miles long, connects it with the Baltimore and Ohio railroad, near the Monococy viaduct. The country around is exceedingly fertile, and the trade of this place is extensive.—*U. S. Gaz.* In 1840, it had three commission houses, and thirty-seven retail stores, capital 132,300 dollars; two lumber yards, capital 6000 dollars; three furnaces, one fulling mill, one woollen factory, ten tanneries, one brewery, one pottery, two rope factories, ten flouring mills, two grist mills, three saw mills, one oil mill, one paper factory, four printing offices, one bindery, one periodical, and four weekly newspapers. Capital in manufactures, 118,790 dollars.—*Official Returns.*

BALTIMORE, is situated on the north side of the Patapsco river, fourteen miles from its entrance into the Chesapeake bay, commanding elevations on the north and east. "As laid out it includes four miles square, and is built around a bay which sets up from the north side of the Patapsco. The streets are regular and spacious, and the houses are neat, most of them of brick, and some of them are splendid. The harbour, which is very fine, consists of three parts. The entrance to it, between Fort M'Henry and the Lazaretto, is about 600 yards wide, with twenty-two feet of water. This depth is continued, with an increased width, for a mile and a quarter, to near Fell's point. Opposite Fell's point, the width is contracted to one-fourth of a mile. This is the entrance to the second harbour, and is about twelve feet deep; but it widens above into an ellipsis, a mile long, half a mile broad, and fifteen feet deep. The third or inner harbour has a depth of ten feet, and penetrates to near the centre of the city. It is well defended by Fort M'Henry, at the entrance to the outer harbour, which was proved by a powerful attack that was made upon it and repulsed, in the last war with Great Britain. Jones's falls, a small stream from the north, divides the city into two parts, and over it are erected three elegant stone bridges and four wooden ones. Vessels of 500 or 600 tons can lie at the wharfs near Fell's point; but those of

200 tons can come up to the town in the inner harbour. The amount of the tonnage of this port, in 1840, was 76,022."—*U. S. Gaz.*

Among the public buildings, the city hall, on Holliday-street, occupied by the city council and several offices. The court house, corner of Monument-square and Lexington-street, appropriated to the city and county courts, with their appendant offices. There are six markets. The state penitentiary consists of three large buildings, besides workshops and some other buildings, and occupies four acres, containing gardens and walks, surrounded by a stone wall twenty feet high. The prisoners work together by day, and are confined in separate cells at night. The county prison is near the Penitentiary. The house of refuge is well fitted for its purpose. But the most imposing public structure is the Washington monument, at the intersection of Charles and Monument streets. The Battle monument, corner of Calvert and Fayette streets, was erected in 1815, in commemoration of the successful defence of the city against an attack of the British, in September, 1814.—*U. S. Gaz.*

Baltimore is well supplied with pure and wholesome water. In several parts of the city are public springs or fountains, accessible to all the citizens. These fountains are enclosed by circular railings, and covered by small, neat, open temples, consisting of columns supporting a dome. There is a rather abundant supply of water from an elevated part of Jones's falls, conveyed by an aqueduct half a mile long, to a reservoir on Calvert-street, whence it is distributed in pipes through the city. The harbour of Baltimore is accessible through a great part of the year, though sometimes obstructed by ice.—*U. S. Gaz.*

It possesses most of the trade of Maryland, much of that of Western Pennsylvania and a portion of that of the Western States. In its shipping, it is the fifth city in the union. It is the greatest market for tobacco in the United States, and the principal flour market in the world. Its tonnage, in 1840, amounted to 76,022. Jones's falls, though a small stream, has a succession of falls which afford considerable water power. The Patapsco, though not a large river, has a fall of about 800 feet in a course of thirty miles; and it affords many valuable mill sites. There are within twenty miles of the city, sixty flouring mills, besides numerous cotton manufactories, and other manufactories of cloth, powder, paper, iron, copper, glass, steam-engines, chemicals, tobacco, &c. There were, in 1840, seventy commercial and 108 commission houses, with a capital of 4,404,500 dollars; 1254 retail stores, capital 6,708,611 dollars; twenty lumber yards, capital 267,500 dollars; machinery manufactured to the amount of 284,000 dollars; hardware and cutlery, 10,300 dollars; precious metals, 13,000 dollars; of various metals, 310,000 dollars; one woollen factory, capital 20,000 dollars; one cotton factory, 3600 spindles; one dyeing and printing establishment, total capital 16,200 dollars; tobacco, capital 118,900 dollars; thirteen tanneries, capital 132,800 dollars; three distilleries, three breweries, capital 87,000 dollars; one powder mill, capital 30,000 dollars; paints, drugs, &c., capital 79,000 dollars; one glass factory, capital 30,000 dollars; nine potteries, capital 22,300 dollars; six sugar refineries produced to the value of 176,000 dollars; three paper factories produced 59,000 dollars; eight rope walks, capital 66,550 dollars; one grist mill, two saw mills, capital 27,000 dollars; furniture to the value of 268,200 dollars; 213 brick and stone houses, and one wooden house, employed 845 persons, and cost 548,400 dollars; nineteen printing offices, ten binderies, six daily, seven weekly, five semi-weekly newspapers, and six periodicals, employed 279 persons, and a capital of 119,900 dollars. Total capital in manufactures, 2,729,983 dollars.—*Official Returns.*

The Baltimore and Port Deposit railroad extends thirty-six miles to Havre de Grace, and there connects with a chain of railroads to Philadelphia, making the whole distance ninety-five miles. The Washington branch of the Baltimore and Ohio railroad extends thirty-eight miles to Washington city. The Baltimore and Ohio railroad is completed for more than eighty miles to Harper's ferry, and is to be continued to Wheeling, on the Ohio. It already brings much trade into Baltimore, and when completed will form the most direct communication which exists between the Atlantic coast and the Mississippi valley. The Baltimore and Susquehanna railroad extends to York in Pennsylvania, and connects with a chain of railroads to Philadelphia and Baltimore. There are lines of steam packets to Philadelphia and to Norfolk, and other packets to New York and to various parts of the Atlantic coast.—*U. S. Gaz.*

There were, in 1840, nine banks, besides savings' institutions, with an aggregate capital of 6,500,000 dollars.

There are in the city forty-two churches, of which the Episcopalians have five, the Roman Catholics have six, one of which is a splendid cathedral; the Presbyterians have three, the Scotch Presbyterians two, the Baptists four, the Methodists have nine, and there are various others.

There are various benevolent institutions, among which are the hospital, the building of which cost 150,000 dollars; the almshouse, 375 feet long, with spacious grounds; several dispensaries, and several orphan asylums, and some others. There are two theatres, a circus, a museum, with some other places of amusement.

Baltimore was first laid out as a town in 1729, and in 1765, it contained but fifty houses. It received a charter as a city in 1797.—*U. S. Gaz.*

COMMERCIAL REGULATIONS OF THE PORT OF BALTIMORE.

Extracts from the Ordinances now in Force—"It is incumbent on the harbour-master to collect all tonnage daily, and whenever two days' tonnage is due, and the payments not secured to his satisfaction, he shall enforce the payment thereof in the same manner as other city dues are collected.

"The sum of two cents per ton shall be, and is hereby assessed and levied upon every vessel of sixty or more tons, arriving at the port of Baltimore, which, by the laws of the United States, is required to report and enter at the custom house, and the collector of the port shall be and is hereby authorised to collect the same.

"Also the sum of two cents per ton shall be, and is hereby assessed and levied upon every vessel of sixty tons or more, arriving at the port of Baltimore, which, by the laws of the United States, is not required to report and enter at the custom house, and that the harbour-masters shall be and they are hereby authorised to collect the same, provided, nevertheless, that the sum of money assessed and levied by this section shall be collected from each vessel but once a month, although she may arrive more frequently.

Dockage.—"All vessels, except those with firewood, lying at or in any manner making use of any wharf belonging to or rented by the state, shall pay dockage according to the following rates:—

Those occupying the 1st tier, per ton, per day, 1 cent.

" " 2d " " " 0½ "

All beyond the 2d " " " 0½ "

Wharfage.—"From and after the passage of this ordinance, all goods, wares, or merchandise landed on the public wharfs from on board any vessel or vessels lying at said wharfs, or placed thereon for the purpose of shipment or exposure for sale, shall pay the following rates of wharfage for each and every day the same may remain thereon, or any less time, (excepting, however, firewood and lumber, the rates of which are to be accounted for the whole time allowed by ordinance for the same to remain on the wharfs,) to be paid by the owner or consignee, or in event of there being none, the master of the vessel, and all goods shipped from one vessel to another, one-half price to be paid by the shipper or owner. •

	cents.		cents.
Anchors and chain cables.....per ton weight	25	Boxes lemons and oranges.....each	02
Anvils.....each	01	— oil, wine, and cider.....do.	02
Almonds, in sacks.....do.	02	— chocolate.....do.	01
— in bags.....do.	00½	— soap, tin, and candles.....do.	01
Ashes, oyster shells, &c.....per cart load	05	— tacks and pipes.....do.	01
Bags of coffee, ginger, pepper, &c, in similar bags.....each	01	— cheese.....do.	00½
— sugar.....do.	01	— herrings.....do.	00½
— barrels, or sacks salt.....do.	02	— raisins.....do.	00½
Bales of merchandise.....do.	04	— window glass.....per 100 feet	00½
— or bags feathers.....do.	02	Half boxes do.....each	00½
— rags.....do.	04	Boxes of shoes.....do.	03
— tobacco.....do.	02	— dry goods and sugars.....do.	03
— merchandise, cotton, &c.....do.	04	— drugs and gums.....do.	03
Boxes merchandise.....do.	03	Barrels beef and pork.....do.	03
— of Havana sugars.....do.	04	— flour, bread, and meal.....do.	02
— Brazil do.....per ton	20	Half barrels ditto.....do.	01

(continued)

	cents		cents.
Barrels, empty	free	Hemp, wrought iron, or steel	per ton 25
--- containing liquids	each 03	Ivory	do. 50
Bundles leather	do. 02	Iron	do. 25
Bricks	per 1000 12½	Jars of grapes, oil, olives	each 01
Bales of hay	each 06½	Kegs of lard and butter	do. 01
Bags shot	do. 004	--- crackers	do. 004
Barrels fish	do. 02	--- and boxes of tobacco	do. 02
Half and quarter barrels fish	do. 01	Half kegs and half boxes tobacco	do. 01
Ceruous of indigo	do. 06½	Kegs shot, of 300 lbs., or 12 bags	do. 03
Chalk	per ton 25	--- nails, raisins, and other articles of equal capacity	each 01
Cases merchandise	each 03	Lead, in sheets and pigs	per ton 25
--- of indigo	do. 12½	Lime, in casks	each 05
--- muskets	do. 04	Log and other dyewoods	per ton 25
--- copper	do. 03	Laths	per 1000 03
--- gin	do. 01	Lumber	per 1000 feet, not exceeding five days 15
Coal	per 30 bushels 06½	Leather	per 100 sides 15
Gordage	per ton 25	Mahogany	per 500 feet 30
Camblooses or stoves	each 04½	Mats of sugar	each 01
Cannon	do. 12½	Mill-stones	do. 25
Chairs	do. 004	Mats of Cassia	per 100 10
Crates	do. 05	Nests wooden ware	each 01
Casks of cheese	do. 02	Onions	per bushel, or 20 bunches 004
--- nails	do. 01	Oranges	per 1000 10
Carboys	do. 02	Oars	per 1000 feet 20
Carriages	do. 25	Oil, whale and sperm	per 160 gallons cask 12½
Cart wheels	do. 02	--- tierces, under 100 gallons 10	
Chests of tea	do. 04	--- tierces, under 80 gallons 05	
Half ditto	do. 02	--- tierces, under 60 gallons 03	
Quarter ditto	do. 01	Packages, small merchandise	per ton 10
Cork	per ton 10	Plaster	each 02
Carts or waggons	each 25	Paper, wrapping, per bundle	each 004
Dempjohns	do. 01	Ploughs	do. 02
Dye-wood	per ton 25	Potatoes	per bushel 004
Drums of fish	each 05	Pitch	per barrel 02
--- raisins	do. 01	Rattans	per ton 25
--- figs	do. 004	Rosin	per barrel 02
Fish, per quintal	do. 01	Salt	hogshreds, each 05
Firkins	do. 01	--- loose	per bushel 004
Firewood	per cord, for two days 06½	Slate	per ton 20
Gunstocks	per 1000 30	Steel, in bundles	do. 25
Granite and other stone	per perch 10	Shovels	per dozen 02
Grindstones	per ton 25	Staves, barrel	per 1000 12½
Grain, foreign	per bushel 004	--- hoghead and pipe	do. 20
Hogheads of liquids	each 10	Stone ballast	per ton 06½
--- containing sugar, &c.	do. 10	Sheep and swine	each 02
--- empty	do. 02	Shingles	per 1000 03
--- hoops and poles	per 1000 20	Trunks of merchandise	each 03
Hemp	per ton 25	Tar and turpentine	per barrel 02
Hamper of bottles	each 03	Tierces dry merchandise	each 05
Horns	per 1000 20	Half tierces ditto	do. 024
Horn tips	do. 004	Tea kettles	per dozen 01½
Hides, ox or horse	each 004	Timber	per 1000 feet 15
Hoop poles	per 1000 10	Tierces of rice, and similar goods	each 05
Horses and mules	each 05	Wood and bark	per cord 06½
Hops	per sack, do. 65		
Horn cattle	each 04½		

"It is also enacted that it shall be the duty of the harbour-masters to make their returns to the register of all moneys collected by them, so as to designate that received from vessels for wharfage or tonnage, and that received from goods, distinctly, and the names of the vessels so collected from.

REGULATIONS ESTABLISHED BY THE BALTIMORE BOARD OF TRADE.

The following rates of commissions to be charged, if no agreement to the contrary exists :

DESCRIPTION.	Domestic.	Foreign.	DESCRIPTION.	Domestic.	Foreign.
	per cent.	per cent.		per cent.	percent
On sales of merchandise	2½	5	On disbursements of vessels, without funds	2½	5
On sales of stocks	2½	1½	Effecting insurance, when the premium does not exceed 10 per cent.	½	½
On bills of exchange, if endorsed	2½	2½	Effecting insurance, if the premium is above 10 per cent on the amount of premium	5	5
On ditto ditto, not endorsed	2½	1	Adjusting and collecting losses incurred, if not disputed, or litigated.	1½	2½
On purchases of merchandise, in funds	2½	2½	Adjusting delayed or litigated accounts	2½	5
On ditto ditto, in advance	2½	5	Entering and forwarding goods, on the amount of duties and charges ..	2½	2½
On purchases of stocks and bills of exchange	½	1	Advancing money on letters of credit, or otherwise	2½	2½
On accepting or endorsing, without funds	2½				
On collecting freights	2½				
On procuring freights	2½				
On disbursements of vessels	2½				

"On consignments of merchandise withdrawn or reshipped, full commission to be charged on the amount of advances, or responsibilities incurred; and half commission on the residue of the value.

"The above commissions are exclusive of guarantee for sales on credit, auction duty and commissions, storage, brokerage, and every other expense actually incurred.

FREIGHT AND FREIGHTING.

"If a vessel is freighted by the ton, and no special agreement is made respecting the proportions at which each article shall be computed, the following shall be the standard of computation, and either parcel deemed equal to a ton, viz:—

2240 lbs. pig and bar iron, lead, copper, logwood, fustic, and other heavy dyewoods.	1300 lbs. nett weight Kentucky ditto, in hogsheads
2000 lbs. Nicaragua and Braziletto wood.	1000 " " " Maryland ditto, in ditto.
2240 " nett sugar and rice, in casks.	8 barrels flour, of 100 lbs. nett.
1830 " " coffee, in bags.	6 " beef, pork, and tallow.
1800 " " ditto, in casks.	7 " naval stores and pickled fish.
1300 " " cocoa, in bags or bulk.	200 gallons, wine measure, estimating the full contents of the cask of oil, wine, brandy, &c.
1120 " " ditto in casks.	22 bushels grain, peas, beans, &c., in casks.
1110 pimento, in bags.	40 ditto ditto ditto, in bulk.
952 ditto, in casks.	40 " Liverpool blown salt, in bulk.
800 ship bread, in bags.	34 " ditto ground salt.
700 ditto ditto, in casks.	31 " St. Ubes, Cape Verd, &c., in bulk.
1170 dried hides.	30 " West India salt, in bulk.
900 weight, green teas, and China raw silk.	30 " sea coal, in bulk.
1120 lobes, and other black tea.	40 cubic feet of plank, boards, timber, bale goods, packages, and boxes.
1500 Virginia tobacco, in hogsheads.	

"In estimating the contents in cubic feet of various packages and goods, the following shall be the standard:—

A flour barrel	5 feet
A tierce of rice	15 "
A hogshead of flaxseed	12 "
A hogshead of Virginia tobacco	45 "
A hogshead of Kentucky, Georgia, and Carolina do.	40 "
A hogshead of Maryland and Ohio do.	35 "
Five bushels of grain in bulk	5 "

"In computing boxes of candles and soap, kegs of butter and lard, hams and bacon, and generally all similar articles, 200 lbs. nett weight shall be considered equal to a barrel of five cubic feet.

"All goods brought to this port on freight must be delivered on a wharf, at the expense of the vessel bringing the same. A delivery, after due notice, on any good wharf at Fell's point, during business hours, is a delivery in the city and port of Baltimore. Hides and articles prohibited to be landed in the city at certain periods, may be landed where the public authorities may direct.

"In all cases when vessels are obliged (by the quarantine regulations, or city authorities,) to discharge their cargo in the stream, the expense of delivering the same east of Jones's falls, will be borne by the carrier only. But when requested by the consignee to be delivered west of Jones's falls, then the expense shall be equally borne by the carrier and consignee (each one half).

"If a vessel is chartered for a voyage out and home, each shipper shall be entitled to his fair proportion of the whole homeward freight, *pro rata*, of the bulk or space occupied by each shipper on the outward voyage.

"In all cases where a vessel is chartered or freighted for a voyage out and home, the freighter or charterer, is bound to furnish sufficient cargo to enable said vessel to return safely home, and the same from port to port, where the charter provides for more than one port. Provided, no agreement to the contrary is made by the parties.

STORAGE.	Per Month.	STORAGE.	Per Month.
	cents.		cents.
Hogsheads of sugar, tobacco, molasses, rum, oil, and pipes of wine, brandy, and gin.....	25	Bales of India piece, and other similar goods ..	10
— of coffee, copperas, codfish, and tallow.....	20	Indigo, in ceroons, 4 cents; in cases.....	10
Tierces of sugar, rum, molasses, and half pipes ..	10	Tra, in chests, 3 cents; half ditto, 2 cents; boxes ..	01
— rice, coffee, flaxseed, alum, &c.	12½	Kegs of butter, lard, tobacco, nails, raisins.....	03
Barrels of rum, whiskey, sugar, beef, pork, fish, cheese, oil, and quarter casks wine.....	06	Hides, dried.....	40
— flour, coffee and other dry articles.....	03	Hemp, per ton.....	30
Boxes of Cuba sugar.....	08	Cordage, per ditto.....	30
— fish, wine, oil, lemons, and oranges.....	03	Iron and lead, per ditto.....	25
— soap, candles, cheese, tin, raisins, and drums of figs.....	01	Dyewood, per ditto.....	10
Bags of coffee, cocoa, pepper, and pimento.....	02	Hampers of bottles, &c.....	20
Bales of cotton and hempen yarn, about 300 lbs.	12½	Crates of earthenware.....	00½
		Grain, per bushel.....	00½
		Salt, per ditto.....	00½

"The owners of goods to be at the expense of putting them in store, and delivering them. All goods stored to be subject to one month's storage, if in store ten days. If less than ten days, to half a month's storage. The risk of loss by fire, robbery, theft, and other unavoidable occurrences, is in all cases to be borne by the owner of the goods; provided usual care be taken for the security of the property.

WEIGHTS AND TARES.

"Sugar, copperas, alum, brimstone, shot, lead, iron, steel, hemp, dyewoods, and all other articles heretofore sold by the cwt. of 112 lbs., or ton of 2240 lbs., shall in future be sold by the decimal hundred of 100 lbs., or ton of 2000 lbs.

"Tares shall be allowed as follow:—

Sugar, in hlds. or tierces, 12 per cent; in Cuba boxes, 15 per cent; in flour bls. 22 lbs. each; ditto in linen bags, 3 per cent; and in all other packages the actual tare.

Coffee, in linen, single gunny, and grass bags; 2 per cent; in flour bls. 20 lbs. each; in all other packages the actual tare.

Cocoa, in bags, 2 per cent.

Pepper, in linen or single gunny bags, 2 per cent; in other packages the actual tare.

Pimento, in linen or single gunny bags, 3 per cent; in other packages the actual tare.

Rice, in tierces and half tierces, 10 per cent.

Copperas, 10 per cent, in hogsheads.

Teas, green, whole chests, 20 lbs.; half ditto, the Canton tare; ditto black ditto ditto, 22 lbs.; ditto three-quarter chests, 18 lbs.; other packages the actual tare.

Cassia, in mats, 9 per cent; boxes, and other packages the actual tare.

Indigo, in ceroons, in single hides, 11 per cent; in all other cases the actual tare.

Alum, brimstone, ginger, nutmegs, mace, cloves, almonds, figs, cheese, soap, candles, chocolate, currants, prunes, starch, and all other articles not before mentioned, the actual tare.

No charge shall be made for casks, barrels, boxes, or other packages whatever.

Drafts, as follow:—

On all weights, *even beam*, $\frac{1}{4}$ per cent to be allowed of draft.

dolls. cts.

Rates of Pilotage.—For every vessel, either drawing nine feet water or upwards, or measuring seventy-five tons, custom-house tonnage, coming from the sea to the city of Baltimore, per foot 3 50

For every vessel of like draft, from Baltimore to sea 2 50

For the months of December, January, February, and March, in addition to every foot such vessel draws 0 75

"Every master or owner of a merchant vessel going to sea, whether sailing under a coasting licence or registered, of the burden of 120 tons and upwards, shall be obliged to receive the first pilot who offers to conduct or pilot his vessel, and shall continue the same pilot to the capes, or shall pay to him half pilotage; provided the said pilot shall speak or board said vessel above Fort M'Henry, and shall be duly licensed to act as pilot; and provided further, that the pilot who shall have conducted any vessel from the capes into port shall be entitled to take charge of the same vessel as pilot to the capes on her next voyage.

"Any master or owner of a merchant vessel, sailing under a coasting licence or registered, of the burden of 100 tons and upwards, coming from sea, shall be obliged to take the first pilot who shall offer to conduct or pilot his vessel, and shall continue the same to the port of destination, or shall pay to him half pilotage; provided said pilot shall speak or board said vessel before Cape Henry lighthouse shall bear south; and provided also, the said pilot shall have a branch or licence to the destined port of said vessel.

"The owners of all vessels of the burden of seventy-five tons and upwards, not exceeding one hundred tons, before going to sea, shall apply to the board of pilots for a licence to navigate the Chesapeake bay, and shall pay to the said board, for such licence, at the rate of six cents per ton, and such licence shall be good for twelve months.

"The master of any vessel, for which a licence is made necessary by the preceding regulation, who shall navigate the same without such licence, shall subject himself to receive a pilot, upon the same terms as is provided for in the first regulation."

COMMERCE OF BALTIMORE.

STATEMENT of Imports, Exports, Tonnage, &c., of the Port of Baltimore for the Year ending 30th of September, 1840.

IMPORTS.		Entered at the Custom-house, from ports within the United States, 826 vessels. These are exclusive of coasters which are not obliged by law to enter.	
Total value of imports 1839-40	dollars. 4,835,617	The number of arrivals from sea, which is of course exclusive of bay and river craft, and vessels through canals, were ships 70, barks 60, brigs 375, schooners 875, and sloops 11.—Total, 1391 vessels. Of the foregoing there were—	
" " 1838-39	6,962,618		
Falling off of imports	2,117,001		
EXPORTS.			
Total amount of domestic produce	5 495,020	American ships from foreign ports	40
Total value of exports	6,756,870	" coastwise	9
" "	4,540,147	Foreign ships from foreign ports	20
Increase of exports	1,210,725	" coastwise	1
TONNAGE.		American barks from foreign ports	19
Registered tonnage	tons. 34,773	" coastwise	29
Enrolled licensed do.	54,216	Foreign barks from foreign ports	12
Licensed (under 20 tons)	840	American brigs from foreign ports	137
Steamboat tonnage	8,445	" coastwise	181
Total	98,514	Foreign brigs from foreign ports	56
" 1838-39	71,523	" coastwise	1
VESSELS ENTERED AND CLEARED.		American schooners from foreign ports	118
Entered from foreign ports	vessels. tons. 33,097	" coastwise	744
" " 101 Foreign	23,003	Foreign schooners from foreign ports	13
Cleared for foreign ports	352 American	American sloops coastwise	10
" " 109 Foreign	25,586	Foreign do. from foreign ports	1
		Total	1391
		There were built within the above period 3 ships, 1 bark, 11 brigs, 43 schooners, 1 sloop, and 1 steamboat—Total, 60 vessels; the aggregate burden of which is 8538 tons.	
INSPECTIONS in, and Shipments from, the Port of Baltimore, of certain leading Articles for the Year, 1840.			
Tobacco inspected, Maryland hhd. 31,225		Fish : Shad inspected (small part from North Carolina)	10,937
— Ohio	8,436	— oysters, amount sold in Baltimore estimated.	
— Other denominations .. do. 977		Forwarded to different places by waggons, in the shell	170,000
Total	40,638	— ditto, forwarded after being opened and pickled	320,000
Portion of previous stock ..	3,574	— ditto, consumed in Baltimore	220,000
Exported 44,212		Total	710,000
Flour inspected, received from various places	brls. 780,370 do. 824,815	Total number of vessels built in the state	129
Wheat, do.	bshls. 435,783	Total amount of tonnage	116,204 22-95
Corn, do.	do. 1,816,932		
Oats and rye, do.	do. 304,614		
Fish : Herrings inspected (caught in Maryland waters)	brls. 72,370		

	barrels.
Amount of tobacco remaining in the state warehouses in the city of Baltimore, on the 1st of January, 1842	7,866
Amount inspected during the year 1842	46,639
Amount exported and consumed in 1842	54,505
Leaving on hand on the 31st of December, 1842	44,846
	9,059

EXPORTS from the Port of Baltimore to Foreign Ports for the Quarter and Year ending December 31, 1842.

ARTICLES.	Quantity.	VALUE.	ARTICLES.	Quantity.	VALUE.
C		dollars.	D		dollars.
To the Netherlands hhds.	3,719	165,596	MISCELLANEOUS.		
„ Haue Towns.....do.	4,901	193,800	Fish, dried..... quintals	3,345	8,070
„ French ports on the Mediterra- nean.....do.	473	24,722	„ pickled..... barrels	1,385	6,072
To England.....do.	203	12,042	Candles, sperm..... lbs.	27,883	7,139
Brazilian ports.....do.	65	5,413	„ tallow.....do.	32,173	7,821
Venezuelan ports.....do.	1	114	Soup.....do.	57,839	
Chilian ports.....do.	16	1,411	Beef..... barrels	572	
British West India islands.....do.	12	874	Flour..... barrels	42	6,397
Spanish West India islands (not Cuba).....do.	14	854	Pork..... barrels	1,030	
Africa.....do.	30	2,452	Bacon and hams..... lbs.	84,026	27,428
Total.....do.	9,524	407,768	Lard.....do.	149,185	61,027
FLOUR.			Hogs..... number	361	
To Brazilian ports.....bbls.	20,581	136,015	Butter..... lbs.	168,266	12,581
British West India islands.....do.	20,815	86,601	Cheese.....do.	29,932	26,259
British North American colonies.....do.	1,729	6,976	Wheat..... bushels	32,505	13,285
Danish West India islands.....do.	4,209	18,170	Corn.....do.	25,934	3,412
Spanish West India islands (not Cuba).....do.	1,144	4,848	Rye, Oats, &c.....do.	4,069	11,501
Dutch West India islands.....do.	650	2,610	Corn meal..... barrels	355	1,186
Dutch East Indies.....do.	500	2,250	Biscuit.....do.	4,510	14,719
Chilian ports.....do.	100	413	Ditto.....kegs	1,447	6,151
Texas.....do.	50	211	Rice..... tiers	488	6,409
Gibraltar.....do.	1,162	4,940	Ginseng.....lbs.	20,674	4,273
Madeira.....do.	3,211	13,016	Tobacco, manufactured.....do.	..	47,634
Cape Verd.....do.	104	442	Other articles (including over 60,000 dollars to Dutch East Indies).....	..	117,283
Africa.....do.	77	336	Total miscellaneous articles....		329,873
Havti.....do.	1,361	5,500			
Total.....do.	61,726	287,618			
Add value of Tobacco.....			495,708		
Ditto ditto Flour.....			287,018		
Value of Domestic Productions.....			1,025,259		
Ditto Foreign Merchandise in American vessels.....			62,391		
Ditto ditto Foreign ditto.....			6,574		
Total exports for quarter ending December 31, 1842.....			1,094,227		
Exports previously, in 1842.....			3,353,229		
Total exports for 1842.....			4,447,456		
Ditto ditto Foreign merchandise.....			151,655		
Ditto ditto Domestic productions.....			4,295,801		
Ditto ditto ditto in 1841.....			4,029,963		
Falling off.....			337,162		
The export of Foreign merchandise, in 1841, was.....			331,252		
Falling off.....			176,507		

1842—Inspection of Beef cattle.....	number	14,224	weight	13,326,348 lbs.
„ „ Hogs.....	„	10,809	„	2,119,451 lbs.
„ Total.....	„	25,033	„	15,445,799 lbs.

Fish—Shad.....	barrels.	11,036	half bbls.	567	Flour—Howard-street.....	barrels.	320,094	half bbls.	6,566
„ Herrings.....		42,501		205	„ City Mills.....		193,358		20,396
Total.....		53,537		772	„ Susquehanna.....		24,449		
					Total.....		544,801		26,962

Besides the above, there were inspected, during the year, 5436 barrels, and thirty-four, half barrels of rye flour; and 715 hogsheads, 7772 barrels, and 437 half barrels of corn meal.

COMMERCE of Maryland, from 1790 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks on Foreign Merchandise.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....			2,239,691		641,646	13,583	31,492 00
1792.....			2,623,808		481,534	24,049	42,098 00
1793.....			3,663,056		630,023	54,643	26,792 74
1794.....			5,646,191		1,226,130	407,069	38,007 77
1795.....			5,811,380		1,340,704	789,167	48,007 53
1796.....			9,201,315		1,633,081	842,803	46,314 82
1797.....			9,811,709		2,008,606	834,090	55,904 46
1798.....			12,746,190		2,392,480	1,483,322	63,480 92
1799.....			16,299,609		2,548,170	1,367,230	81,446 81
1800.....			12,264,331		1,924,131	1,263,406	61,508 36
1801.....			12,767,530		2,157,649	1,135,717	55,986 30
1802.....			7,914,225		1,404,547	764,479	43,205 72
1803.....	3,707,040	1,371,022	5,078,062		1,163,822	249,314	46,447 40
1804.....	3,934,840	5,213,099	9,151,939		2,174,169	638,062	53,842 13
1805.....	3,408,543	7,450,937	10,859,480		2,291,284	1,142,350	62,004 93
1806.....	3,661,131	10,919,774	14,580,905		2,504,165	1,442,461	71,819 92
1807.....	4,016,090	10,282,285	14,298,374		3,006,430	1,337,198	70,782 49
1808.....	764,922	1,050,184	2,721,106		1,063,613	449,852	74,609 43
1809.....	2,570,937	4,056,369	6,627,326		1,021,680	848,238	68,188 55
1810.....	3,275,004	3,213,114	6,488,018		1,396,942	450,617	90,045 16
1811.....	4,553,582	2,280,405	6,833,987		1,082,864	345,267	68,457 85
1812.....	3,966,093	1,029,886	5,995,979		2,196,147	404,692	80,203 33
1813.....	2,782,073	1,005,792	3,787,865		453,243	316,502	64,780 67
1814.....	234,235	10,159	244,394		3,950	3,926	64,149 09
1815.....	4,046,274	950,327	5,036,601		4,154,273	125,071	88,161 22
1816.....	4,834,490	2,504,277	7,338,767		3,372,070	565,051	83,123 67
1817.....	5,887,881	3,046,040	8,933,930		2,092,415	810,623	74,212 26
1818.....	4,946,322	3,025,412	8,570,734		2,386,815	404,243	44,731 67
1819.....	3,648,067	2,278,149	5,926,216		1,938,272	281,692	47,149 38
1820.....	4,081,598	1,927,766	6,009,364		1,062,065	485,150	44,850 01
1821.....	2,714,450	1,135,541	3,850,394	4,070,842	963,348	227,487	46,613 24
1822.....	3,496,993	1,039,803	4,536,796	4,792,486	1,334,098	136,041	50,429 52
1823.....	2,173,112	1,837,116	5,030,228	4,910,179	1,225,816	265,179	51,546 09
1824.....	3,549,957	1,313,276	4,863,233	4,551,442	1,171,188	252,078	33,412 80
1825.....	3,092,365	1,408,939	4,501,304	4,751,415	1,339,043	259,844	50,499 38
1826.....	2,947,362	1,063,396	4,010,748	4,928,509	1,201,054	196,310	62,127 28
1827.....	3,457,691	1,058,715	4,516,406	4,405,708	1,170,607	218,081	60,027 14
1828.....	3,107,819	1,226,003	4,331,422	5,629,691	1,549,883	224,168	66,640 49
1829.....	3,662,273	1,112,192	4,804,105	4,804,135	1,612,967	271,394	31,194 29
1830.....	3,075,985	715,497	3,791,482	4,523,866	1,312,241	225,175	24,430 24
1831.....	3,730,506	578,141	4,308,647	4,826,577	1,470,154	147,304	25,959 51
1832.....	3,015,873	1,184,045	4,199,918	4,629,303	1,069,064	194,443	27,491 44
1833.....	3,301,014	761,453	4,062,467	5,437,067	800,906	113,400	27,685 88
1834.....	3,012,708	1,155,537	4,168,245	4,647,483	673,111	82,041	33,811 72*
1835.....	3,176,808	748,368	3,925,234	5,617,153	900,240	30,454	33,806 51
1836.....	3,028,916	616,559	3,645,475	7,131,867	1,187,947	41,679	33,245 51
1837.....	3,365,173	424,744	3,789,917	7,857,033	.....	.....	35,340 02*
1838.....	4,165,168	359,407	4,524,575	5,701,869	.....	.....	25,563 87
1839.....	4,314,189	403,372	4,717,561	6,995,245	.....	.....
1840.....	5,495,020	273,748	5,768,768	4,910,746	.....	.....
1841.....	4,789,160	158,006	4,947,166	6,101,313	.....	.....
1842.....	4,633,507	269,259	4,902,766	4,417,078	.....	.....
1843.....	4,820,214	195,342	5,015,556	2,479,132	.....	.....
1844.....							

* Ending September 30.

TONNAGE of Maryland.

DISTRICTS.	Registered Tonnage.	Enrolled and Licensed Tonnage.	Total Tonnage of each District.
	tons.	tons and 95ths.	tons.
Baltimore.....	41,309 41	53,583 71	74,803 41
Oxford.....		9,631 59	9,631 59
Vienna.....	336 75	12,053 69	12,390 49
Snow Hill.....		6,511 17	6,511 17
St. Mary's.....		1,442 47	1,442 47
Town Creek.....		1,539 57	1,539 57
Annapolis.....		2,678 21	2,678 21
Alexandria.....	7,267 36	3,450 21	10,717 57

INSPECTION of various Articles for 1842.

Butter	kegs. 13,999	barrels. 6	half brls. 20	skins. 10	Beef	barrels. 4,488	half brls. 1,633	qr. brls. 265
Lard	26,637	1314	484		Pork	9,343	217	
Total	40,646	1,320	504	10	Total	13,831	1850	265

Sole leather and rough skirting..... 242,256 sides.

ACCOUNT of Wheat Flour inspected in the City of Baltimore, per the Inspector's Quarterly Returns, from 1798 to 1842 inclusive.

Y E A R S.	Barrels.	Half Brls.	Y E A R S.	Barrels.	Half Brls.	Y E A R S.	Barrels.	Half Brls.
1798.....	140,176	10,042	1812.....	466,415	28,286	1827.....	493,967	22,116
1798.....			1813.....			1828.....		
1799.....	237,887	16,079	1813.....			1828.....		
1799.....			1814.....	224,121	4,079	1829.....	494,979	14,394
1800.....	269,269	16,990	1814.....			1829.....		
1800.....			1815.....	225,620	6,045	1830.....	532,522	18,435
1801.....	317,032	16,862	1815.....			1830.....		
1801.....			1816.....	358,228	13,700	1831.....	638,318	21,921
1802.....	332,637	10,636	1816.....			1831.....		
1802.....			1817.....	464,201	14,678	1832.....	454,002	18,096
1803.....	414,745	22,535	1817.....			1832.....		
1803.....			1818.....	379,750	13,542	1833.....	540,238	18,005
1804.....	317,406	16,021	1818.....			1833.....		
1804.....			1819.....	394,485	20,056	1834.....	460,013	16,806
1805.....	246,463	11,127	1819.....			1834.....		
1805.....			1820.....	543,066	24,542	1835.....	558,407	20,171
1806.....	331,439	17,123	1820.....			1835.....		
1806.....			1821.....	547,623	22,894	1836.....	491,986	20,249
1807.....	480,879	22,826	1821.....			1836.....		
1807.....			1822.....	470,133	31,443	1837.....	326,048	10,755
1808.....	311,526	13,196	1822.....			1837.....		
1808.....			1823.....	345,366	31,320	1838.....	372,355	18,370
1809.....	353,368	10,885	1823.....			1838.....		
1809.....			1824.....	505,823	29,883	1839.....	609,075	19,846
1810.....	350,732	18,480	1824.....			1839.....		
1810.....			1825.....	508,980	27,581	1840.....	733,879	24,796
1811.....	438,782	24,637	1825.....			1840.....		
1811.....			1826.....	607,693	30,769	1841.....	613,014	31,716
1812.....	521,863	25,507	1826.....			1841.....		
			1827.....	570,327	22,092	1842.....	544,301	20,962

PUBLIC DEBT OF MARYLAND.

Maryland, like Pennsylvania, has fallen into fiscal discredit, and has consequently acquired the ignominy of being a repudiating state. The remarks which we have applied to Pennsylvania bear with equal force against Maryland; with the exception, that from the far greater proportion of the debt of the latter to the resources of the state, there is much less probability of an early resumption of the payment of the interest.

ABSTRACT OF THE OFFICIAL STATEMENT OF THE FINANCES FOR 1842 AND 1843.

In the annual message of the executive, December, 1842, it is stated, "That the debt of the state amounts to 15,211,393 dollars 94 cents; or, deducting bonds issued for the purchase of railroad stock, not *now* chargeable on the treasury, to about *ten millions*. To this should be added the debt of the city of Baltimore, incurred in the cause of public improvement, which amounts to 4,780,000 dollars. Six per cent interest on these two sums is 870,000 dollars, annually chargeable upon the whole property of the state, assessed at 196,751,149 dollars, requiring a permanent tax of seventy-one cents on the hundred dollars for the city of Baltimore, and thirty-one cents for the residue of the state. Besides this permanent debt, there is 859,656 dollars due to the state banks, to the Barings, and to the holders of state bonds on December 1, 1842, for interest in arrears. The income from sources other than the direct tax, is about equal to the ordinary expenses.

"In view of these facts, the legislature passed a bill providing for the sale of the state's interest in all the works of internal improvement, the state receiving its own bonds in payment. The interest of the state in the following corporations was offered at the following prices, payment to be made in bonds bearing not less than five per cent interest.

	dollars.
Baltimore and Ohio Railroad Company	4,200,000
Chesapeake and Ohio Canal Company	5,000,000
Tide Water Canal Company	1,000,000
Baltimore and Susquehanna Railroad Company	1,500,000
Total	11,700,000

"If this sale should be effected, the debt, exclusive of the Baltimore loans, would be reduced to about 4,000,000, from which must be deducted also the amount of the sinking fund, or 1,179,276 dollars.

THE following is the Official Statement of the Debt of the State of Maryland, as reported by Governor Thomas in his Message, in December, 1842.

	dollars.	Annual Interest. dollars.
Direct debt of the state	10,000,000	600,000
Baltimore improvement debt	4,830,000	270,000
Loan of state credit	5,211,293	312,683
	<hr/> 20,041,293	<hr/> 1,182,683
Floating Debt.		
Due banks	128,283	
Baring, Brothers, and Co.	104,864	
Bondholders' arrears of interest	626,589	
Total	<hr/> 20,901,029	

STATE of the Public Debt of Maryland, December, 1843.

	dollars.
Total amount of public indebtedness, January, 1841	15,214,761
Amount of Interest accrued from that date to November, 30, 1843.	1,171,873
Total amount of debt, November 30, 1843	<hr/> 16,386,634
Annual demands against the treasury, on account of the debt, over and above the receipts from internal improvement companies	626,821
Amount of debt, November, 1844	<hr/> 17,013,455
The current expenses of the state amount to	450,000
Annual interest	626,821
Total annual charge	<hr/> 1,076,821
Tax, twenty-five cents on 100 dollars, on a taxable property of 178,108,496 dollars	445,271
Deficit	<hr/> 631,550
Arrears of interest	650,000
To be raised by taxation	<hr/> 1,281,550

"The greatest difficulty under which the state labours is, apparently, the want of some uniform system of assessment, by which the burden will fall equally upon the community."
—*Official Returns, published in Hunt's Magazine.*

II. DISTRICT OF COLUMBIA.

THE DISTRICT OF COLUMBIA is a tract of land ten miles square, situated on both sides of the Potomac river, about 120 miles from its mouth, and was suggested by Washington for the seat of the general government, and ceded to the United States by Virginia and Maryland, in 1790. It includes the cities of Washington, Alexandria, and Georgetown, and is under the immediate government of Congress.

Population.—In 1800, the population was 14,093; in 1810, 24,023; in 1820, 33,039; in 1830, 39,858; in 1840, 43,712, of which 30,657 were whites, 8361 were free coloured persons, and 4694 were slaves.

Employed in agriculture 384, in commerce 240, in manufactures and trades 2278, navigating the ocean 126, navigating canals and rivers 80, learned professions and engineers 203.

POPULATION of the Principal Towns.

TOWNS.	1800	1810	1820	1830	1840
Washington	3210	8208	13,247	18,827	23,364
Alexandria	4196	7227	8,218	8,263	8,459
Georgetown .....	.....	4048	7,360	8,441	7,312

The surface of the District is gently undulating; the soil is naturally sterile, but it possesses a healthy climate.

Live Stock and Agricultural Products.—In 1840, there were 2145 horses and mules, 3274 neat cattle, 706 sheep, 4673 swine, poultry to the value of 3092 dollars. There were produced 12,147 bushels of wheat, 294 bushels of barley, 15,751 bushels of oats, 5081 bushels of rye, 272 bushels of buckwheat, 39,485 bushels of Indian corn, 707 pounds of wool, 12,035 bushels of potatoes, 1331 tons of hay, 55,550 pounds of tobacco, 651 pounds of silk cocoons. The products of the dairy were valued at 5566 dollars, and of the orchard at 3507 dollars.—*Official Returns*.

Trade.—This district has become the centre of a considerable trade, though it cannot compete with Baltimore. Vessels of the largest class come up to Alexandria, six miles below Washington, where the Potomac is a mile wide, and from thirty to fifty feet deep; and vessels of a large size come up to the 'United States' Navy yard, at the junction of the East branch with the Potomac, at Washington. A very considerable quantity of flour and other produce comes down the Potomac, and centres chiefly at Alexandria, and some at Georgetown. The chief business of Washington city has relation to the accommodation of the national legislature, and of the officers of the general government.—*U. S. Gaz.*

The exports, in 1840, were 753,923 dollars, and the imports were 119,852 dollars. The tonnage of the district, in 1843, was as follows: registered, 13,788 tons; enrolled, 12,529 tons—total, 26,047 tons. There were seven commercial and two commission houses in the district for trade, employing a capital of 310,000 dollars; 285 retail dry-goods and other stores, capital 2,701,890 dollars; forty-eight persons engaged in the lumber trade, with a capital of 140,000 dollars; 527 persons were employed in the fisheries, with a capital of 64,500 dollars.—*Official Returns*.

Manufactures.—There were produced home-made or family articles, to the value of 1500 dollars; one paper mill produced to the value of 1500 dollars; nine persons manufactured pottery to the value of 6200 dollars; hats and caps were manufactured to the value of 47,204 dollars, employing forty-eight persons, and a capital of 22,100 dollars; three rope factories employed thirty-one persons, and a capital of 24,925 dollars; nine tanneries employing seventy-two persons, and a capital of 80,400 dollars; seven other manufactories of leather, as saddleries, &c., manufactured articles to the value of 110,450 dollars, with a capital of 66,750 dollars; eleven persons manufactured confectionary to the value of 7500 dollars, with a capital of 2800 dollars; forty-two persons manufactured machinery to the value of 60,300 dollars; 189 persons produced bricks and lime to the

value of 151,500 dollars; ninety-seven persons manufactured carriages and waggon to the value of 59,535 dollars, with a capital of 38,550 dollars; four flouring mills manufactured 25,500 barrels of flour, and, with other mills, employed thirty persons, and produced to the amount of 183,370 dollars, with a capital of 98,500 dollars; ships were built to the value of 20,257 dollars; 190 persons manufactured furniture to the value of 125,872 dollars, employing a capital of 85,000 dollars; sixty brick and thirty-three wooden houses built, employed 142 persons, and cost 168,910 dollars; twelve printing offices, ten binderies, three daily, five weekly, six semi-weekly newspapers, and three periodicals, employed 276 persons, and a capital of 150,700 dollars. The whole value of manufactures produced, was 1,005,775 dollars.—*Official Returns.*

Education.—Georgetown college, a Catholic institution, was founded in 1799. The Columbian college, under the direction of the Baptists, was founded in 1821. In these institutions there were, in 1840, 224 students; there were in the district twenty-six academies and grammar schools, with 1389 students; twenty-nine common and primary schools, with 851 scholars; and 1033 white persons, over twenty years of age, who could neither read or write.—*U. S. Gaz.*

Religion.—In 1836, the Presbyterians had fourteen churches, nine ministers, and 1134 communicants; the Episcopalians had seven churches; the Baptists had five churches, four ministers, and 533 communicants; the Methodists had several ministers; the Roman Catholics, six ministers; the Friends, two meetings; and the Unitarians, one minister. At the close of 1840, the debt of the district amounted to 1,500,000 dollars.—*U. S. Gaz.*

A branch of the Chesapeake and Ohio canal terminates at Washington. The Alexandria canal is a continuation of the Chesapeake and Ohio canal, seven miles and a quarter to Alexandria.

The district is divided into two counties; the county of Washington is on the north side of the Potomac, and the county of Alexandria is on the south side. In the former, the laws of Maryland are continued in force; in the latter, those of Virginia. The district has never been represented in Congress, though Congress makes laws.—See Constitution of the United States, and of each State and District.—*Official Returns, U. S. Gaz.*

ALEXANDRIA, city, seaport, forty-three miles south-south-west of Baltimore, 115 miles north of Richmond, seven miles from Washington, 38 deg. 48 min. north latitude, 0 deg. 3 min. west longitude of Washington. It is beautifully situated on the west side of the Potomac, which has a depth of water at Alexandria sufficient for vessels of the largest class. The population, in 1800, was 4196; in 1810, 7227; in 1820, 8218; in 1830, 8263; in 1840, 8459. The city is considerably elevated, ascending gradually from the river; the streets cross each other at right angles. This port has considerable shipping, and exports wheat, Indian corn, and tobacco, to a considerable amount. The tonnage of the port, in 1840, was 14,470. The Chesapeake and Ohio canal extends to this place. It has two banks, with an aggregate capital of 1,000,000 dollars; and one fire, and one marine insurance company. It is governed by a mayor and a common council of sixteen members.—*U. S. Gaz. Official Returns.*

WASHINGTON CITY, the capital of the United States, is situated on the east side of the Potomac, 295 miles from the ocean, by the course of the river and bay. The population, in 1800, was 3210; in 1810, 8208; in 1820, 13,247; in 1830, 18,827; in 1840, 23,364. Employed in commerce, 103; in manufactures and trades, 886; navigating the ocean, forty-five; navigating rivers and canals, twenty-six; learned professions, eighty-three.

The following description from the "United States Gazetteer," for 1844, we extract at full:—

"The city stands on a point of land between the Potomac and the Anacostia or Eastern branch. The city contains a little over eight square miles, and upwards of 5000 acres. The ground is in general about forty feet above the level of the river, and there are some moderate elevations, on two of which stands the Capitol and the President's house. The city is regularly laid out in streets running north and south, and crossed by others at right angles, running east and west. But the different parts of the city are connected by broad avenues, which traverse the rectangular divisions, diagonally. Where the intersection of these avenues with each other and with the streets would form many acute angles, considerable rectangular or circular open grounds are left, which, when the city

shall be built up, will give it an open appearance. The avenues and streets leading to public places are from 120 to 160 feet wide, and the other streets are from 70 to 110 feet wide. The avenues are named after the states of the union, and the other streets, beginning at the Capitol, are denoted by the letters of the alphabet, (as A. north and A. south, B. north and B. south, &c.; and east and west, they are designated by numbers, as 1st east, 1st west, &c. Pennsylvania avenue, between the Capitol and the President's house, contains the most dense population, and is much the finest street in the city. Five of the avenues radiate from the Capitol, and five others from the President's house, giving these prominent places the most ready communication with all parts of the city. The buildings of Washington consist of scattered clusters; nor is it probable that the magnificent plan of the city will soon be built up. Three things are requisite to sustain a large city, one of which, it is to be hoped, will never be found in the United States. There must be extensive commerce, or manufactures, or an expensive and luxurious court, with the multitudes which a luxurious court draws around it, to expend their money. This last constitutes a great item in the support of some European cities. Washington cannot be expected to become a very great commercial or manufacturing place; and though the chief men of the government, and the national legislature, and the multitudes whom they draw around them, do much toward the prosperity of Washington, the money thus expended is too small in amount to constitute a main reliance of a large city. Baltimore, in the vicinity, will be likely to surpass Washington in commerce and manufactures, for a long time to come. The growth of Washington, however, has been considerably extensive, and it is continually increasing; and probably the bustle of a large city would not much improve it as a seat for the national congress. It enjoys the two important requisites for health, pure air and good water, and there is much elegant and refined society, rendering it a pleasant place of residence.

"The public buildings of Washington have a splendour becoming a great nation. The Capitol is probably the finest senate house in the world, and it is fit that the most august legislative assembly on earth should be thus accommodated. The ground on which the Capitol stands is elevated seventy-three feet above the level of the tide, and affords a commanding view of the different parts of the city, and of the surrounding country. The building, which is of freestone, covers an area of more than an acre and a half; the length of the front is 352 feet, including the wings; the depth of the wings is 121 feet. The centre building is surmounted by a lofty dome; and there are two less elevated domes, one toward each end. A projection on the east or main front, including the steps, is sixty-five feet wide; and another on the west front, with the steps, is eighty-three feet wide. In the projection on the east front, there is a noble portico of twenty-two lofty Corinthian columns; and in the west front there is a portico of ten Corinthian columns. The height of the building to the top of the dome is 120 feet. Under the dome in the middle of the building is the Rotunda, a circular room ninety-five feet in diameter, and of the same height, adorned with sculptures representing in relief Smith delivered by Pocahontas, the Pilgrims landing at Plymouth, Penn. treating with the natives, and a fight of Boone with the Indians; and four magnificent paintings by Trumbull, with figures as large as life, representing the presentation to congress of the Declaration of Independence, the capture of Burgoyne, the surrender of Cornwallis, and Washington resigning his commission to congress. Another painting, the baptism of Pocahontas, by Chapman, has recently been added. The Rotunda has recently received a splendid additional ornament in Greenough's statue of Washington, a colossal figure in a sitting posture, twice as large as life. On the west of the Rotunda is the library-room of congress, ninety-two feet by thirty-four, and is thirty-six feet in height, containing, in arched alcoves, 20,000 volumes. In the second story of the south wing of the Capitol is the Hall of the House of Representatives, of a semi-circular form, ninety-six feet long and sixty high, with a dome supported by twenty-four beautiful columns of variegated marble from the Potomac, with capitals of Italian marble, of the Corinthian order. The circular wall is surrounded by a gallery for men, and the chord of the arc, back of the speaker's chair, has a gallery for the ladies. The room is ornamented with some fine statuary and paintings, and the whole furniture of it is elegant. The Senate Chamber is in the second story of the north wing of the Capitol, and is semi-circular like that of the Representatives, but smaller, being seventy-five feet

long and forty-five feet high. The vice-president's chair is canopied by a rich crimson drapery, held by the talons of a hovering eagle. A gallery of light bronze running round the arc in front of the vice-president's chair, is mainly appropriated to ladies. There is another gallery above and behind the chair, supported by fine Ionic columns of variegated marble. A magnificent chandelier hangs in the centre of the room, and the whole appearance and furniture of the room are splendid. Below the Senate Chamber, and of nearly the same form and dimensions, but much less elegant, is the room of the Supreme Court of the United States; and there are in the building seventy rooms for the accommodation of committees and officers of Congress. The grounds round the Capitol are spacious, containing twenty-two acres, highly ornamented with gravelled walks, shrubbery, and trees, a naval monument ornamented with statuary, and fountains, and the whole is enclosed by a handsome iron railing. The whole cost of the building has exceeded 2,000,000 dollars.

"The President's house, a mile and a half north-west from the Capitol, is an elegant edifice of freestone, two stories high, with a lofty basement, and is 170 feet long, and eighty-six wide, the north front of which is ornamented with a fine portico of four lofty Ionic columns, projecting with three columns. The outer intercolumniation is for carriages to drive under, to place company under shelter. It stands in the centre of a plat of ground of twenty acres, beautifully laid out, and highly ornamented. It is elevated forty-four feet above tide-water, and the southern front presents a grand and beautiful prospect. The apartments within are admirably fitted to their purpose, and splendidly furnished. On the east side of the President's house are two large buildings, and, on the west side, two large buildings for the departments of state, of the treasury, of war, and of the navy. The general post-office and the patent-office are also extensive buildings. These, with the new treasury building, have been recently erected, to supply the place of those which were burned a few years since. The new treasury building contains 150 rooms, and, when completed, will contain 250. It has a splendid colonnade, 457 feet in length. The general post-office contains about eighty rooms, and is of the Corinthian order, with columns and pilasters, on a rustic base. The patent-office, in addition to other spacious apartments, has one room in the upper story 275 feet by sixty-five, and, when completed by wings, according to the original design, will be upwards of 400 feet in length. It is considered one of the most splendid rooms in America, and is devoted to the grand and increasing collections of the National Institution. The portico of this building is of the same extent as that of the Parthenon, at Athens, consisting of sixteen columns, in double rows, fifty feet high. In the war-office was formerly kept the fine collection of Indian portraits, painted from the original heads by King. These valuable pictures are now in the custody, and adorn the collections of the National Institution, in the patent-office.

"The Navy yard is on the Eastern branch, about three-fourths of a mile south-east of the Capitol, and contains twenty-seven acres. It has houses for the officers, and shops and warehouses, and two large ship houses, a neat armoury, and every kind of naval stores. Several ships of war, some of which were of the largest class, have been built at this yard. There are also in the city an arsenal, a city hall, an hospital, a penitentiary a theatre, &c.

"Washington is separated from Georgetown by Rock creek, over which are two bridges. A substantial pile bridge, over a mile in length, crosses the Potomac, and leads to Alexandria. There is a bridge, also, over the Anacostia, or Eastern branch. This river has water of sufficient depth for frigates to ascend to the Navy yard, without being lightened. Vessels requiring fourteen feet of water can come up to the Potomac bridge. By means of the Chesapeake and Ohio canal, a communication is opened with a rich back country; and it may be expected that the commerce of Washington will increase. The Washington canal is a continuation of this canal through the city. It extends from the Chesapeake and Ohio canal, at 17th-street west, to which it is connected by a lock at that street, to the Eastern branch. The canal and all the basins are walled with stone on both sides. From 17th to 14th-street, is a spacious basin, 500 feet wide; from 14th to 6th-street, where there is another ample basin, its width is 150 feet; and from 6th-street to its termination in the Eastern branch, its width varies from forty-five to eighty feet; and its depth is four feet below tide throughout. At its eastern termination is another spacious basin and wharf,

which extends to the channel. This canal has been greatly neglected, and is much out of repair. The expense of this canal has been over 230,000 dollars.

"There were in the city, in 1840, 106 stores, capital 926,040 dollars; six lumber yards, capital 57,000 dollars; precious metals manufactured to the value of 13,000 dollars; various other metals 17,300 dollars; two tanneries, capital 2000 dollars; one brewery, capital 68,000 dollars; two potteries, capital 3250 dollars; one rope walk, one grist mill, eleven printing offices, nine binderies, three daily, five weekly, five semi-weekly newspapers, and three periodicals, capital 149,500 dollars; thirty brick and stone, and twenty-three wooden houses built, cost 86,910 dollars. Total capital in manufactures, 336,275 dollars.

"The Columbian college was incorporated, by an act of Congress, in 1821. It is delightfully situated on elevated ground, north of the President's house, about two miles and a half from the Capitol. The buildings are a college edifice, five stories high, including the basement and the attic, having forty-eight rooms for students, with two dormitories attached to each, two dwelling-houses for professors, and a philosophical hall, all of brick. It has a medical department attached. The Medical college is situated at the corner of 10th and E-streets, at equal distances from the Capitol and the President's house. In the several departments are a president, ten professors, and, in the college proper, about twenty-five students. There are about 4200 books in its libraries. The commencement is on the first Wednesday of October. The whole number of alumni is ninety-seven. It is under the direction of the Baptists.

"There were in the city, in 1840, twelve academies, with 609 students, nine primary and common schools, with 380 scholars.

"The National Institution for the Promotion of Science was organised in May, 1840. The President of the United States is patron; the heads of departments constitute six directors on the part of the government, and six literary and scientific gentlemen are directors on the part of the institution. Its stated monthly meetings are held in the patent-office building. Its collections are deposited in the grand hall of this building, 275 feet long, and sixty-five feet wide, and constitute a rapidly increasing scientific museum. The United States' exploring expedition has added largely to its curiosities. The Historical Society and the Columbian Institute have united with it, with their libraries and collections. They have a valuable mineralogical cabinet. It is proposed to bring out regularly volumes of transactions. If properly fostered, it may become an honour to the nation. The Union Literary Society has been in existence for many years, and holds a weekly discussion in the lecture-room of the Medical college, and is well attended. Sectarian religion and party politics are excluded from its discussions. The City library contains about 6000 volumes.

"The city contains twenty-one places of worship, of which the Presbyterians have four, the Episcopalians three, the Baptists three, the Methodists three, Protestant Methodists one, Roman Catholics three, the Africans two, and the Unitarians and Friends one each.

"There are two orphan asylums. There are three banks, with an aggregate capital of 1,500,000 dollars; and two insurance companies, with an aggregate capital of 450,000 dollars.

"The congressional burying ground is in the eastern section of Washington, about a mile and a half from the Capitol, and contains about ten acres of ground, near the Eastern branch. The grounds are tastefully laid out, and neatly kept. It has already received a number of distinguished men, and has some fine monuments, and a vault in which bodies are placed that are awaiting a removal.

"This city was fixed on as the future seat of the government, in accordance with the suggestion of the great man whose name it bears, and the ground on which it stands was ceded to the United States in December, 1788. The owners of the land gave one-half of it, after deducting streets and public squares, to the United States, to defray the expenses of the public buildings. Such grounds as should be wanted by the United States were to be paid for at the rate of 66 dollars 66 cents per acre. It was laid out by three commissioners, in 1791, and surveyed under the direction of Andrew Ellicot. The seat of the federal government was removed to this place in 1800. The north wing of the Capitol was commenced in 1793, and finished in 1800, at an expense of 480,202 dollars. The south wing was commenced in 1803, and finished in 1808, at an expense of 308,808 dollars. The centre

building was commenced in 1818, and finished in 1827, at an expense of 957,647 dollars. In August, 1814, Washington was captured by the British, under General Ross, who set fire to the Capitol, the President's house, and the public offices, with the exception of the patent-office, which was saved by the solicitation of its superintendent. The library of Congress was burned, and was afterwards replaced by the purchase of that of Mr. Jefferson, consisting of 7000 volumes, for 23,000 dollars, in 1815."

III. VIRGINIA.

VIRGINIA is bounded north by Pennsylvania and Maryland, from which it is separated by the Potomac; east by the Atlantic; south by North Carolina and Tennessee; west by Kentucky; and north-west by Ohio. It lies between 36 deg. 33 min. and 40 deg. 43 min. north latitude, and between 75 deg. 25 min. and 83 deg. 40 min. west longitude; and between 60 deg. 34 min. west, and 1 deg. 20 min. east longitude from Washington. It is 370 miles long, and 200 miles broad at its greatest width, comprising an area of 64,000 English square miles, or 40,960,000 English statute acres. The population, in 1790, was 747,610; in 1800, 886,149; in 1810, 974,622; in 1820, 1,065,366; in 1830, 1,211,272; in 1840, 1,239,797; of which 448,987 were slaves. Of the free white population, 371,223 were white males; 369,745 were white females; 23,814 were coloured males; 26,020 were coloured females. Of the population, in 1840, there were employed in agriculture, 318,771; in commerce, 6361; in manufactures and trades, 54,147; navigating the ocean, 582; navigating the canals, rivers, and lakes, 2952; learned professions, &c., 3866.—*Official Returns.*

This state is divided into 119 counties, and two districts, Eastern and Western. The following are the counties of the *Eastern District*, with their population in 1840, and their capitals:—Accomac, 17,096, C. Accomac; Albemarle, 22,924, C. Charlottesville; Amelia, 10,320, C. Amelia; Amherst, 12,576, C. Amherst; Bedford, 20,203, C. Liberty; Brunswick, 14,346, C. Lawrenceville; Buckingham, 18,786, C. Buckingham; Campbell, 21,030, C. Campbell; Caroline, 17,813, C. Bowling Green; Charles City, 47, C. Charles City; Charlotte, 14,595, C. Charlotte; Chesterfield, 17,148, C. Chesterfield; Culpepper, 11,393, C. Culpepper; Cumberland, 10,399, C. Cumberland; Dinwiddie, 22,558, C. Dinwiddie; Elizabeth City, 3706, C. Hampton; Essex, 11,309, C. Tappahannock; Fairfax, 9370, C. Fairfax; Fauquier, 21,897, C. Warrenton; Fluvanna, 8812, C. Palmyra; Franklin, 15,832, C. Rocky Mount; Gloucester, 10,715, C. Gloucester; Goochland, 9760, C. Goochland; Greenville, 6366, C. Hicksford; Greene, 4232, C. Stannardsville; Halifax, 25,936, C. Halifax; Hanover, 14,968, C. Hanover; Henrico, 33,076, C. Richmond; Henry, 7335, C. Martinsville; Isle of Wight, 9972, C. Smithfield; James City, 3779, C. Williamsburg; King George, 5927, C. King George; King William, 9258, C. King William; King and Queen, 10,862, C. King and Queen; Lancaster, 4628, C. Lancaster; Loudoun, 20,431, C. Leesburg; Louisa, 15,477, C. Louisa; Lunenburg, 11,055, C. Lunenburg; Madison, 8107, C. Madison; Mathews, 7442, C. Mathews; Mecklenburg, 20,724, C. Boydton; Middlesex, 4392, C. Urbana; Nansemond, 10,795, C. Suffolk; Nelson, 12,287, C. Livingston; New Kent, 6230, C. New Kent; Norfolk, 27,569, C. Norfolk; Northampton, 7715, C. Eastville; Northumberland, 7924, C. Northumberland; Nottoway, 9719, C. Nottoway; Orange, 9125, C. Orange; Patrick, 8032, C. Patrick; Pittsylvania, 26,398, C. Pittsylvania; Powhatan, 7924, C. Scottsville; Princess Anne, 7285, C. Princess Anne; Prince Edward, 14,069, C. Prince Edward; Prince George, 7175, C. City Point; Prince William, 8144, C. Brentsville; Rappahannock, 9257, C. Washington; Richmond, 5965, C. Richmond; Southampton, 14,525, C. Jerusalem; Spotsylvania, 15,161, C. Spotsylvania; Stafford, 8454, C. Falmouth; Surry, 6480, C. Surry; Sussex, 11,229, C. Sussex; Warwick, 1456, C. Warwick; Westmoreland, 8019, C. Westmoreland; York, 4720, C. Yorktown:—369,398 whites, 42,294 free coloured, 395,250 slaves. Total, 806,942. *Western District*—Alleghany, 2749, C. Covington; Augusta, 19,628, C. Staunton; Bath, 4300, C. Bath; Berkeley, 10,972, C. Martinsburg; Botetourt, 11,679, C. Fincastle; Braxton, 2575, C.

Braxton ; Brooke, 7948, C. Wellsburg ; Cabell, 8163, C. Cabell , Clarke, 6353, C. Berryville ; Fayette, 3924, C. Fayetteville ; Floyd, 4453, C. Floyd ; Frederick, 14,242, C. Winchester ; Giles, 5307, C. Giles ; Grayson, 9087, C. Greensville ; Greenbrier, 8695, C. Lewisburg ; Hampshire, 12,295, C. Romney ; Hardy, 7622, C. Moorefield ; Harrison, 17,669, C. Clarksburg ; Jackson, 4890, C. Ripley ; Jefferson, 14,082, C. Charlestown ; Kanawha, 13,567, C. Charleston ; Lee, 8441, C. Jonesville ; Lewis, 8151, C. Weston ; Logan, 4309, C. Logan ; Marshall, 6937, C. Elizabethtown ; Mason, 6777, C. Point Pleasant ; Mercer, 2233, C. Princeton ; Monongalia, 17,368, C. Morgantown ; Monroe, 8422, C. Union ; Montgomery, 7405, C. Christiansburg ; Morgan, 4253, C. Berkley Springs ; Nicholas, 2515, C. Summersville ; Ohio, 13,357, C. Wheeling ; Page, 6194, C. Surry ; Pendleton, 6940, C. Franklin ; Pocahontas, 2922, C. Huntersville ; Preston, 6866, C. Kingwood ; Pulaski, 3739, C. Newbern ; Randolph, 6208, C. Beverly ; Roanoke, 5499, C. Salem ; Rockbridge, 14,284, C. Lexington ; Rockingham, 17,344, C. Harrisonburg ; Russell, 7878, C. Lebanon ; Scott, 7303, C. Estiuville ; Shenandoah, 11,618, C. Woodstock ; Smythe, 6522, C. Marion ; Tazewell, 6290, C. Jeffersonville ; Tyler, 6954, C. Middlebourne ; Warren, 5627, C. Front Royal ; Washington, 13,001, C. Abingdon ; Wood, 7923, C. Parkersburg ; Wythe, 9375, C. Wytheville. Western District, whites 371,570, free coloured 7548, slaves 53,737. Total, 432,855.—*Official Returns.*

Soil and Configuration.—The extensive section of Virginia, which extends from the Atlantic to the lower falls of the rivers, for about 110 to 130 miles from the Atlantic, is low and flat, in some places marshy, naturally sterile and sandy, and generally covered with pitch pine trees. On the margin, near the banks of the rivers, the soil is usually fertile. The low country is unhealthy from August to October. The lands which extend from the rivers at the head of tidewater and Blue Ridge, are undulated and hilly ; especially near the mountain ranges. The soil of this region is generally sandy and poor ; part of it is fertile, particularly the margins of the rivers. Towards the mountains the country is stony and rough, with the soil rich. The mountains of Virginia rise generally about 150 miles from the ocean. Beyond which the country is generally mountainous, traversed by successive ridges of the Alleghany, which occupies a greater breadth of country in Virginia than in any other state. Between the various ridges, however, there are long valleys or table land, parallel with them, often of considerable breadth, and containing some of the best soil in the state. The farms among the mountains are smaller than in any other parts of the state, better cultivated, and there are fewer slaves. The climate in this region is very healthy.

The soil of the districts near the sea coast is generally poor, producing Indian corn, oats, and peas. Wheat is raised in some parts of it, and a little rice in the swamps in its southern part. Between the sea coast region, tidewater, and the mountains, is the tobacco country ; but in the northern upland counties wheat has extensively superseded tobacco ; and south of James river, sufficient cotton is raised for home consumption. The south-eastern counties produce apples and peaches in great abundance. Among the mountains, the farmers raise large numbers of horned cattle and hogs. Indian corn is cultivated throughout the state. The country west of the mountains towards the Ohio, is rough and wild ; sometimes, but not generally, fertile ; but very rich as a mineral region.—*Various accounts. U. S. Gaz.*

Live Stock and Agricultural Products.—There were in this state, in 1840, 326,438 horses and mules ; 1,024,148 neat cattle ; 1,293,772 sheep ; 1,992,155 swine ; poultry to the value of 754,698 dollars. There were produced 10,109,716 bushels of wheat ; 87,430 bushels of barley ; 13,451,062 bushels of oats ; 1,482,799 bushels of rye ; 243,822 bushels of buckwheat ; 34,577,591 bushels of Indian corn ; 2,538,374 lbs. of wool ; 10,597 lbs. of hops ; 65,020 lbs. of wax ; 2,944,660 bushels of potatoes ; 364,708 tons of hay ; 25,594 tons of hemp and flax ; 75,347,106 lbs. of tobacco ; 2956 lbs. of rice ; 3,494,483 lbs. of cotton ; 3191 lbs. of silk cocoons ; 1,541,833 lbs. of sugar. The products of the dairy were valued at 1,480,488 dollars ; of the orchard, 705,765 dollars ; value of lumber produced, 538,092 dollars ; 13,911 gallons of wine were made.—*Official Returns. U. S. Gaz.*

Minerals.—Gold, copper, lead, iron, coal, salt, limestone, and marble, are found. In 1840, 2000 persons were employed in mining. The long, narrow district in which gold is

found, extends through Spotsylvania county and the adjacent country, in a south-west direction, passing into North and South Carolina, Georgia, and Alabama. The gold ore is not, however, sufficiently rich to render its mining or working, excepting in very few places. The coal fields are very extensive, and afford both the bituminous and the anthracite. Large quantities have been mined and exported from the vicinity of Richmond. Salt springs have been found in various places, and salt has been extensively manufactured on the Great Kanawha river, near Charleston. The warm springs, at Bath, the hot springs, a few miles distant, the sulphur springs, in Greenbrier and Montgomery counties, and the sweet springs of Botetourt county, are much resorted to.—*U. S. Gaz.*—(See also Mineral Productions of United States hereafter.)

Rivers.—The Potomac separates this state from Maryland. James river is the largest which flows through the state. It is 500 miles in length, and flows from the mountains in the interior behind the Blue Ridge, through which it passes. It is navigable for sloops 120 miles, and for boats much farther, and falls into Chesapeake bay. The Appomattox is 130 miles long, and enters James river 100 miles above Hampton roads, and is navigable twelve miles, to Petersburg. The Rappahannock rises in the Blue Ridge, is 130 miles long, is navigable 110 miles for sloops, and falls into the Chesapeake. York river enters the Chesapeake thirty miles below the Rappahannock, and is navigable forty miles for ships. The Shenandoah west of the Potomac just before its passage through the Blue Ridge. Of the rivers west of the mountains, the Great Kanawha rises in North Carolina, passes through this state and enters the Ohio. The Little Kanawha also falls into the Ohio. The Monongahela rises in this state, though it runs chiefly in Pennsylvania.

The lower part of Chesapeake bay lies wholly in this state, is fifteen miles wide at its mouth, and enters the Atlantic between Cape Charles and Cape Henry. Norfolk, eight miles from Hampton roads, has a fine harbour, much the best in the state; it is spacious, safe, and well defended; and it is the most commercial place in Virginia; but Richmond and Petersburg are more populous, and have an extensive trade. Besides these, Wheeling, Lynchburg, Fredericksburg, and Winchester, are principal places.—*U. S. Gaz.*

Trades.—There were thirty-one commercial and sixty-four commission houses engaged in foreign trade, with a capital of 4,299,500 dollars; 2736 retail dry-goods and other stores, with a capital of 16,684,413 dollars; 1454 persons employed in the lumber trade, with a capital of 113,210 dollars; 931 persons engaged in internal transportation, who, with 103 butchers, packers, &c., employed a capital of 100,680 dollars; 556 persons employed in the fisheries, with a capital of 28,383 dollars.—*Official Returns.*

Manufactures.—In 1840, there were domestic or family manufactures to the value of 2,441,672 dollars; forty-one woollen manufactories and forty-seven fulling mills, employing 222 persons, producing articles to the value of 147,792 dollars, with a capital of 112,350 dollars; twenty-two cotton manufactories, with 42,262 spindles, employing 1816 persons, producing articles to the value of 446,063 dollars, with a capital of 1,299,020 dollars; forty-two furnaces, producing 18,810 tons of cast-iron, and fifty two forges, &c., producing 5886 tons of bar-iron, the whole employing 1742 persons, and a capital of 1,246,650 dollars; eleven smelting houses employed 131 persons, and produced gold to the value of 51,758 dollars, employing a capital of 103,650 dollars; five smelting houses employed seventy-three persons, and produced 878,648 pounds of lead, employing a capital of 21,500 dollars; twelve paper manufactories, producing articles to the value of 216,245 dollars, and other paper manufactories producing 1260 dollars, the whole employing 181 persons, and a capital of 287,750 dollars; 3342 persons manufactured tobacco to the value of 2,406,671 dollars, employing a capital of 1,656,080 dollars; hats and caps were manufactured to the value of 155,778 dollars, and straw bonnets to the value of 14,700 dollars, the whole employing 340 persons, and a capital of 85,640 dollars; 660 tanneries employed 1422 persons, and a capital of 838,141 dollars; 982 other leather manufactories, as saddleries, &c., produced articles to the value of 826,597 dollars, and employed a capital of 341,957 dollars; four glass-houses, and two glass-cutting establishments, employed 164 persons, producing articles to the value of 146,500 dollars, with a capital of 132,000 dollars; thirty-three potteries employed sixty-four persons, producing articles to the value of 31,380 dollars, with a capital of 10,225 dollars; thirty-six persons produced drugs, paints, &c., to the value of 66,633 dollars, with a capital of 61,727 dollars; 445 persons produced machinery to the

value of 429,858 dollars; 150 persons produced hardware and cutlery to the value of 50,504 dollars; 262 persons manufactured 9330 small arms; forty persons manufactured granite and marble to the value of 16,652 dollars; 1004 persons produced bricks and lime to the value of 393,253 dollars; carriages and waggons were manufactured to the value of 647,815 dollars, employing 1592 persons, and a capital of 311,625 dollars; 1454 distilleries produced 865,725 gallons, and five breweries produced 32,960 gallons, employing 1631 persons, and a capital of 187,212 dollars; 764 flouring mills produced 1,041,526 barrels of flour, and with other mills employed 3964 persons, producing articles to the value of 7,855,499 dollars, with a capital of 5,184,669 dollars; ships were built to the value of 136,807 dollars; 675 persons manufactured furniture to the value of 289,391 dollars; 402 brick or stone, and 2604 wooden houses were built, employing 4694 persons, and cost 1,367,393 dollars; fifty printing offices and thirteen binderies, four daily, twelve semi-weekly, and thirty-five weekly newspapers, and five periodicals, employed 310 persons, and a capital of 168,850 dollars. The whole amount of capital employed in manufactures in the state was 11,860,861 dollars.—*Official Returns.*

Education.—William and Mary college, at Williamsburg, is the oldest in the state, and one of the oldest in the country, and was founded in 1691. Hampden Sydney college, in Prince Edward county, was founded in 1783, and is flourishing. Washington college, at Lexington, was founded in 1812. Randolph Macon college, was founded at Boydton, in 1832. There are theological schools at Richmond, in Prince Edward county, and in Fairfax county. But the most important literary institution in the state, is the university of Virginia, at Charlottesville, founded in 1819. Its plan is extensive, its endowment has been munificent, and it is a prosperous institution. In all these, with a few smaller institutions, there were, in 1840, 1097 students; there were in the state, also, 322 academies, with 11,083 students; 1561 common and primary schools, with 35,331 scholars; and 58,787 white persons over twenty years of age, who could neither read nor write.

Religion.—The Baptists, the most numerous religious denomination, have about 437 churches; the Presbyterians 120; the Episcopalians, sixty-five ministers; the Methodists 170. There are also a few Lutherans, Catholics, Unitarians, Friends, and Jews.

Banks.—In January, 1840, there were in this state eight banks and branches, with a capital of 3,637,400 dollars, and a circulation of 2,513,412 dollars. At the close of the same year the public debt amounted to 6,857,161 dollars.

Public Works.—Virginia has undertaken several important works of internal improvement, by chartering private companies, several of which have been liberally aided by the state. The Dismal Swamp canal connects Chesapeake bay with Albemarle sound, extending from Deep creek to Joyce's creek, twenty-three miles, at a cost of 879,864 dollars. It has branches of eleven miles. The Alexandria canal extends seven miles and a quarter from Georgetown to Alexandria. The James river and Kanawha canal extends 175 miles, from Richmond to Buchanan. The Richmond, Fredericksburg, and Potomac railroad extends seventy-five miles, to Aquia creek. Louisa branch, twenty-five miles from Richmond, proceeds forty-nine miles, to Gordonsville. Richmond and Petersburg railroad, from Richmond, extends twenty-three miles, to Petersburg. Petersburg and Roanoke railroad extends from Petersburg, fifty-nine miles, to Weldon. Greenville railroad extends from near Hicks, for eighteen miles, to Gaston, North Carolina. City Point railroad extends from Petersburg, twelve miles, to City Point. Chesterfield railroad extends from Coal Mines, thirteen miles and a half, to Richmond. Portsmouth and Roanoke railroad extends from Portsmouth, eight miles, to Weldon, North Carolina. Winchester and Potomac railroad extends from Harper's Ferry, thirty-two miles, to Winchester.—*Official Returns. U. S. Gaz.*

PRINCIPAL SEAPORTS AND TOWNS.

VIRGINIA, although the earliest settled, has very few, and no very large, towns.

CHARLOTTESVILLE is situated on Moore's creek, two miles from its entrance into the Rivana river. The plan is irregular, but it is well-built, chiefly with brick. It contains about 230 buildings of every kind, and about 1000 inhabitants. It has twenty-two stores, two book-stores, and a printing-office, from which a weekly newspaper is issued. There are

several flouring mills in the vicinity. It derives its chief importance from the university of Virginia, of which it is the seat. This institution was planned by Mr. Jefferson. It was designed to be more on the plan of European universities than most American colleges. The university buildings are various in their architecture, and arranged on three sides of a grassy parallelogram, at the upper end of which stands a large rotunda, containing lecture rooms and the library. The philosophical and chemical apparatus, and the mineralogical cabinet, and anatomical and general museum, are extensive. It has a fine astronomical observatory on the apex of a hill in the vicinity. It was founded in 1819, has a president and eight professors, or other instructors, has had 200 alumni, has 290 students, and 16,000 volumes in its libraries. The commencement is on the 4th of July. It is munificently endowed by the state.

FREDERICKSBURG is situated on the south-west side of Rappahannock river, 110 miles above the Chesapeake, in 34 deg. 44 min. north latitude, and 77 deg. 38 min. west longitude, 66 miles east of North Richmond. Population, in 1830, 3307; 1840, 3974. The city is regularly laid out, and presents a beautiful appearance from the heights by which it is surrounded. It is supplied with excellent water from the Rappahannock, in pipes laid by a joint-stock company. The falls of the Rappahannock, in the vicinity, afford good water-power. It has a flourishing trade, exporting grain, flour, tobacco, Indian corn, &c. Its exports have been computed at above 4,000,000 dollars annually. It was named in honour of Prince Frederick, father of George III. There were, in 1840, seventy-three stores, capital 367,961 dollars; two tanneries, paints, drugs, &c., capital 37,000 dollars; one grist mill, two printing-offices, four semi-weekly newspapers. Capital in manufactures, 141,200 dollars. Five academics, 256 students, seven schools, 156 scholars.

HAFFER'S FERRY, 173 miles north of Richmond. Situated at the junction of the Shenandoah river, with the Potomac river, at the passage of the united stream through the Blue Ridge, so well described by Mr. Jefferson. There is, probably, not a more picturesque spot in the United States. It contains twelve stores, one of the largest flouring mills in the union, one iron furnace, 810 dwellings, and a national armoury, where 8850 small-arms are annually manufactured, employing 240 hands. In the armoury, 80,000 or 90,000 stand of arms are usually kept, and as they are sent away replaced by others from the factories. The Chesapeake and Ohio Canal passes along the north bank of the Potomac. The Baltimore and Ohio railroad passes through this place. The Potomac is here crossed by a bridge, 750 feet long between the abutments, connecting the village with the Maryland side.—*U. S. Gaz.*

NORFOLK is a port of entry on the north-east bank of the Elizabeth river, just below the confluence of its two branches, eight miles above its entrance into Hampton roads, and thirty-two miles from the ocean, 110 by water, below City point, 106 east-south-east from Richmond, 230 from Washington, 36 deg. 50 min. 50 sec. north latitude, and 76 deg. 18 min. 47 sec. west longitude. The situation is low, the streets are crooked and irregular, and most of the houses are not remarkable for elegance. It has two banks, two insurance offices, an academy, an orphan asylum, an athenæum, with a respectable library, and, in the vicinity, a marine hospital, and a United States navy-yard. At the latter is a dry dock, constructed of hewn granite, which cost 974,536 dollars. The harbour is spacious and safe, having eighteen feet depth of water. The entrance to it, above a mile wide, is defended by forts Monroe and Calhoun. It has more foreign trade than any other place in the state. The tonnage, in 1840, was 19,079. The Dismal Swamp canal connects Chesapeake bay with Albemarle sound, and opens an extensive water communication from Norfolk to the south. There were in this place, in 1840, eight foreign commercial and eight commission houses, capital 202,000 dollars; thirty-five retail stores, capital 1,590,500 dollars; two printing-offices, one bindery, two daily, and one semi-weekly newspapers. Capital in manufactures, 178,300 dollars. Eighteen academics, 515 students, seventeen schools, 604 scholars. Population, in 1830, 9816; in 1840, 10,920.—*Official Returns, U. S. Gaz.*—(See Trade of Virginia hereafter.)

PETERSBURG, port of entry, on the south bank of the Appomattox river, twelve miles above its entrance into James river, at the City point, in 37 deg. 13 min. 54 sec. north latitude, and 77 deg. 20 min. west longitude twenty-three miles south by east of Richmond. Population, in 1830, 8322; in 1840, 11,136. The river is navigable to this place for vessels of

100 tons, and the falls immediately above it afford extensive water power. A canal is cut round these falls for the purpose of navigation. The borough contains, besides Petersburg, the village of Blandford, in Prince George county, and of Pocahontas in Chesterfield county. The great southern chain of railroads passes through it and adds to its importance. It is one of the handsomest and most leading towns in the state, and exports tobacco and flour. The tonnage, in 1840, was 3098. There were six commercial and eight commission houses engaged in foreign trade, capital 875,000 dollars; 121 retail stores, capital 1,026,250 dollars; two lumber yards, capital 6000 dollars; one furnace, six forges, one woollen factory, two cotton factories, 7520 spindles, one pottery, two rope-walks, two flouring mills, one grist mill, two saw mills, two printing-offices, one semi-weekly newspaper. Capital in manufactures, 726,555 dollars. In July, 1815, a disastrous fire destroyed 400 buildings, and property estimated at 2,000,000 dollars. It has been rebuilt on an improved plan.

RICHMOND, city and port of entry, is situated on James river, at the lower falls, at the head of tidewater, and is in 37 deg. 30 min. north latitude, and 77 deg. 31 min. west longitude from Greenwich, and 0 deg. 27 min. west longitude from Washington. It is twenty-three miles north from Petersburg, and 117 miles south-by-west from Washington. The population, in 1800, was 5737; in 1810, 9785; in 1820, 12,067; in 1830, 16,060; in 1840, 20,153. It is situated directly opposite to Manchester, to which it is connected by two bridges. The situation is healthy and highly picturesque. The deaths do not exceed one in eighty-five of the population annually. Shockoe and Richmond hills stand opposite to each other, and Shockoe creek, a rapid stream, passes between them; and the city is spread over these hills, and along the margin of the creek. The elevations present many picturesque views of the city, of James river, and of the surrounding country. The city contains about 1400 houses, a large proportion of which are of brick, with slated roofs. It is regularly laid out, the streets generally crossing each other at right angles. And in the western division of the city, on an elevated plain, denominated Shockoe hill, stands the Capitol. It has a very commanding situation, in the centre of a beautiful public square, of an oblong form, containing about eight acres, ornamented with grass plats and gravelled walks. In the centre of a spacious hall, in the middle of the building, stands a marble statue of Washington, executed in Paris. Near it is a marble bust of Lafayette. In one angle of Capitol-square stands the City hall, decorated at each end by a fine Doric portico of four columns. On the eastern part of Capitol-square is a house erected for the residence of the governor of the state. In another angle of the same square is the county court house. In the western suburbs of the city is the state penitentiary, a large building, in the form of a hollow square, 300 feet long and 110 feet broad, with several acres of ground connected with it. In the suburbs of the city, on the north, is the almshouse, a spacious building surrounded by extensive grounds. The other public buildings are a county, and a city goal, an orphan asylum, a theatre, a museum, two markets, an armoury 320 by 280 feet, an academy, and a masonic hall. The city is supplied by water, which is elevated by water power, and two forcing pumps, into three large reservoirs, containing 1,000,000 gallons each, from which it is distributed over the city, and forms a great resource in case of fire, as well as a supply for the inhabitants—*U. S. Gaz.*

Richmond is well situated for trade. Vessels drawing ten feet of water come to Rockets, about a mile below the centre of the city; and those drawing fifteen feet to Warwick, three miles below the city. The falls in James river are obviated by the canal, and above them it is navigable for boats 220 miles. Regular lines of packets ply to and from New York and other places, and it communicates by steamboats to Norfolk. The principal articles of exportation are wheat, flour, and tobacco. The exports amount to about 3,000,000 dollars annually. The tonnage of this port, in 1840, was 6911.

The manufactures of Richmond are also extensive. The falls of the James river afford a water power of unlimited extent. There were, in 1840, seventeen foreign commercial and twenty-nine commission houses, capital 3,662,000 dollars; 256 retail stores, capital 1,646,450 dollars; three lumber yards, capital 24,000 dollars; four furnaces and eight forges, &c., capital 317,900 dollars; machinery produced amounted to 128,000 dollars; one cotton factory, 5810 spindles, capital 175,000 dollars; tobacco manufactures, capital 492,250 dollars; one paper factory, capital 75,000 dollars; twenty-one flouring mills, two grist mills, three saw mills, total capital 61,000 dollars; eight printing-offices, one bindery,

one daily, six weekly, and two semi-weekly newspapers, and one periodical, capital 48,700 dollars. Total capital in manufactures, 1,372,950 dollars.—*Official Returns. U. S. Gaz.*—(See Trade of Virginia hereafter.)

FINANCES.

According to the last report of the finance committee, "The state debt, including what was created for subscription to banks, and the war debt, and diminished by the amount of the sinking fund, and by the state stock held by the Board of Public Works, amounts to 7,409,166 dollars. The annual interest on this debt is 433,960 dollars. The ordinary expenses of government, as estimated for 1843, amount to 457,000 dollars; making the whole annual charge 890,960 dollars. The income of the state for the year is estimated at 872,030 dollars, of which 652,500 is produced by taxes and ordinary sources, 49,242 dollars by the bonus on bank capital, and 153,160 dollars by the income of bank stock owned by the state. In addition to the amount of indebtedness above-mentioned, the state is liable through its guarantee of the James river and Kenawha company bonds, the old James river company dividends, and to the Baltimore and Ohio railroad, for 2,872,520 dollars; making the total debts and liabilities of the commonwealth, 10,281,686 dollars.

TAXES FOR 1842..

	dollars.		dollars.
On Lots	63,353.38	On 2682 pianos	4,649.00
„ lands	234,660.88	„ plate tax	1,219.03
„ 250,113 slaves	100,045.20	„ insurance offices	2,190.81
„ 332,929 horses	41,616.07	„ pedlars	6,665.16
„ 9,200 coaches	23,427.13	„ ordinary keepers	18,826.45
„ 91 stages	325.31	„ keepers of houses of private en-	
„ 2417 carryalls	2,563.65	tainment	3,721.89
„ 5722 gigs	3,902.33	„ venders of lottery tickets	8,405.96
„ licences to merchants	90,260.98	„ exhibitors of shows	1,310.00
„ 7810 gold watches	7,810.00	„ owners of stud horses	8,002.00
„ 17,335 silver watches	4,333.75		
„ 11,629 clocks	5,814.50		
		Total	633,103.49

State Debt.—Amount of state debt as reported by the governor in his message at the last meeting of the legislature, 7,650,000 dollars, which is held as follows:

	dollars.	dollars.
By individuals	2,600,000	
„ banks	770,000	
„ state and state institutions	1,400,000	
„ citizens of other states	610,000	
The remainder by subjects of Great Britain, France, Germany, and Scotland, say	2,270,000	
		7,650,000
The property of the state is invested in bank and other stocks, and amounts to		12,500,000

TRADE AND NAVIGATION OF VIRGINIA.

The principal articles of *export* are tobacco, cotton, wheat, flour, maize, or Indian corn, Indian corn meal, blackeye peas, naval stores, staves, shingles, and lumber of various kinds.

Of Import.—Dry goods, iron, copper, and other metals; glass, coal, hardware, earthenware, salt, rum, sugar, molasses, coffee, and all other West India produce; hides, dyewoods, wines, gin, brandy, and other liquors; chiefly furnished by Great Britain, France, Spain, Holland, Russia, the Mediterranean ports, different colonies, and South America.

The *foreign* trade of this state has not increased, but has rather declined for several years past; nor does there, at present, appear much prospect of improvement.

This decline may be attributed to several causes. In regard to the exports, it is to be remarked, that a very large portion of the two principal, and most valuable commodities, tobacco and cotton, formerly shipped from this direct to England, France, Holland, and other parts of Europe, is now sent coastwise to New York, and the other large cities of this country, where it either finds a market and ready sale, enabling the owner at once to realise his funds, and invest them in return articles suitable to the demand in this quarter; or their tobacco and cotton are reshipped to the foreign market at a lower freight, and upon more moderate terms, than has been done from Virginia—the immense capital and tonnage concentrated, especially at New York, affording facilities and advantages over those of the middle and southern states. It is further to be observed, that there is now a much larger quantity of both the named articles used at the American manufactories, and, in that way, much more retained in the country than formerly.

The foregoing remarks have more especial reference to the trade with the different parts of Europe. That with the West Indies and other British colonies, previously carried on to an immense extent, has, since the emancipation of the negroes, decreased in a still greater ratio than the other, and the quantity of lumber and coarser descriptions of provisions, furnished from this state for that market, is now hardly more than one-half of what it was five years ago. The number of vessels in that trade (especially British) have diminished in proportion. This does not apply, however, to flour, of which the quantity now admitted to the West Indies is greater than before, it appearing that the same class of persons are not disposed to put up with the coarse food with which they were supplied as slaves.

Port Charges.—The port charges (custom-house) are generally moderate, but depend entirely upon the number and nature of the documents that may be required; they amount, inward and outward together, to about from four to eight dollars upon a vessel.

As hospital money, seamen of all American vessels are subject to the payment of twenty cents per month, deducted from their wages, and paid by the master at the custom-house, on entering or clearing, but no such charge attaches to seamen of foreign vessels.

There are no “warehousing ports,” so denominated, in the United States; but all the larger districts, this included, have public stores, where foreign merchandise may be deposited for exportation, and without the exaction of any duty.

Pilotage.—The pilotage regulations are regulated by the state legislature. The following are abstracts from the existing laws :—

AN ACT to amend the several Acts, concerning Pilots, passed March 23, 1836.

Be it enacted by the General Assembly, that every registered vessel owned by a citizen or citizens of the United States, or by citizens or subjects of any foreign state, whose vessels are, by treaty with the government of the United States, placed on the same footing as vessels of the United States, shall pay the following rates of pilotage in lieu of those now established by law; to wit: from sea to Hampton roads, if the vessel be boarded by such pilot twenty miles to the east of Cape Henry, one dollar and fifty cents per foot; if forty or more miles to the east of Cape Henry, twenty-five cents per foot, in addition to the above rates; if less than twenty miles to the east of the Capes, one dollar and twenty-five cents per foot; from Hampton roads to sea, one dollar per foot; from Hampton roads to Norfolk and Portsmouth, eighty-eight cents per foot; from Hampton roads to Sleepy hole or Look Out, one dollar and three cents per foot; from Hampton roads to Pagan creek, eighty-eight cents per foot; from Hampton roads to James town, or any place between Pagan creek and James town, one dollar and ninety-four cents per foot; from Hampton roads to City point or Bermuda hundred, or any place between James town and City point or Bermuda hundred, two dollars and eighty-seven cents per foot; from Hampton roads to Turkey island, three dollars and forty-eight cents per foot; from Hampton roads to Warwick, or any place between Turkey island and Warwick, four dollars and thirty-four cents per foot; from Hampton roads to Richmond or any place between Richmond and Warwick, four dollars and sixty-three cents per foot.

Be it further enacted, that the same rates of pilotage shall be demanded for conducting a vessel from each of the places mentioned in the foregoing section, to Hampton roads, as are demandable for conducting such vessel from Hampton roads to the said places respectively.

Be it further enacted, that all foreign vessels, not placed by treaty with the government of the United States on the same footing as vessels of the United States, shall pay one-fourth in addition to the rates of piloting therein prescribed.

Be it further enacted, that every master of a vessel, sailing under a coasting licence, and of the burden of seventy tons, shall be compelled to take the first pilot who offers to the east of Cape Henry, to conduct his vessel, and in case of refusal on the part of the said master to take such pilot, he shall be compelled to pay half pilotage to the first port to which such vessel is bound.

Be it further enacted, that any master of a vessel who shall give a pilot notice to attend his vessel, and the pilot shall attend accordingly, such pilot shall receive one dollar and seventy-five cents for every day he shall be detained.

Be it further enacted, that pilots may appoint an agent in the city of Richmond and borough of Norfolk, state their accounts and prove the same before any justice of the peace, or alderman of said city or borough; and lodge the same with such agent for collection, who is hereby authorised to collect and receive the money on the same, for which he shall account to such pilot or pilots, as in other cases for money had and received, for the use of the party claiming the same.

Be it further enacted, that the eleventh section of the act, entitled an act reducing into one the several acts concerning pilots and regulating their fees, passed the 10th day of February, 1819, shall be, and the same is hereby repealed.

Be it further enacted, that the rates of pilotage for vessels of war shall be as follows:—to wit, from sea to Hampton roads, two dollars and seventy-five cents per foot; from Hampton roads to sea, two dollars and seventy-five cents per foot; from Hampton roads to Norfolk or Portsmouth, one dollar and twenty-five cents per foot, and from Norfolk or Portsmouth to Hampton roads, one dollar and twenty-five cents per foot; and for every day a pilot shall be detained on board a vessel of war, three dollars.

Be it further enacted, that no master of a vessel shall be required to take the pilot who may have conducted his vessel from sea; to conduct his vessel from her port of entry or other place of departure to sea.

Be it further enacted, that if any person, although he may have received a branch according to the provisions of the act, entitled an act reducing into one, the several acts concerning pilots and regulating their fees, passed the 10th day of February, 1819, shall

undertake to conduct any vessel required by law to take a pilot, from sea to any of the places mentioned in the first section of this act, or thence to sea, unless he shall be attached to some lawful pilot boat, and shall actually cruise therein, he shall forfeit and pay the sum of 150 dollars for every such offence, which may be recovered by action of debt, in any court of record in this commonwealth, by any person who shall sue for the same, in which action, the person so offending may be held to bail; and if any person who shall not have obtained such branch shall undertake to conduct any vessel, required by law to take a pilot from sea to any of the places mentioned in the first section of the act, as aforesaid, or thence to sea, he shall forfeit and pay the sum of 200 dollars for every such offence, which may be recovered by action of debt as aforesaid, in which action bail may be demanded. Provided, that nothing herein contained shall be so construed as to prevent any person from assisting a vessel in distress, if he shall deliver up such vessel to any lawful pilot who may offer to conduct her; for which assistance so rendered, the person so assisting, shall and may demand and receive from the said pilot, half the fees allowed for pilotage by this act.

Be it further enacted, that if any pilot shall apprehend and confine in gaol any runaway slave found on board of any vessel departing or about to depart from any part of this commonwealth, he shall be entitled to a reward of twenty dollars; which sum may be recovered by action of debt in any court of record, from the owner or owners of such slave, or from the executors, administrators, or committee of the estate to which such slave may belong. And, moreover, the master, shipper, or owner of the vessel in which such slave may be found and apprehended as aforesaid, shall forfeit and pay the sum of 500 dollars, in addition to the penalties now prescribed by law, which sum may be recovered by action of debt in any court of record as aforesaid, by such pilot, his executors or administrators, in which action bail may be demanded.

Be it further enacted, that all acts and parts of acts coming within the purview of this act, and contrary hereto, shall be, and the same are hereby repealed.

This act shall be in force from and after the 1st day of May next.

AN ACT concerning Pilots. Passed March 29, 1837.

Be it enacted by the General Assembly, that every vessel sailing under a coasting licence of the burden of seventy tons or more, bound up James river, shall be compelled to take the first pilot that may offer his services (Cape Henry bearing west of south), to conduct such vessel to her port of destination. It shall be lawful for the captain of such vessel to discharge such pilot in Hampton roads by paying the pilot that conducted him to said roads two dollars per foot; if the captain of such vessel should take the pilot to his port of destination he shall then pay the fees imposed upon registered vessels by the act passed the 23rd day of March, 1836; but if in case such captain should refuse to take a pilot when spoken, he shall pay to such pilot or his agent the sum of ten dollars; and it shall be lawful for the pilots to appoint an agent in the city of Richmond to collect their fees and pilotage.

And be it further enacted, if any captain or master shall refuse or fail to pay to the agent, within three days after demand made, the amount which may be due to any pilot, he shall be bound to pay the further sum of five dollars; which sums may be recovered by warrant before a magistrate of any county or corporation, in which the defendant may be found; and if the captain or master of any vessel shall conceal or obscure the name thereof, and shall refuse to disclose the same when spoken by a pilot, he shall forfeit and pay to the pilot the further sum of five dollars to be recovered as above stated.

This act shall be in force from its passage.

The foregoing is a true copy from the original.

April 1, 1837.

GEORGE W. MUNFORD, C. H. D.

Gross Return of British and Foreign Trade at the Principal Ports within the Consulate of Virginia, during the Year ending the 31st of December, 1840.

PORT OF NORFOLK.

NATION.	ARRIVED.				DEPARTED.			
	Vessels.	Ton-nage.	Crews.	Invoice Value.	Vessels.	Ton-nage.	Crews.	Invoice Value.
British	34	5,481	344	£ s. 12,612 5	33	5,271	318	£ s. 29,615 5
American	90	13,846	695	45,690 10	122	17,066	642	96,544 10
French	1	162	10	720 0	1	162	10	910 15
Total	125	19,489	1049	59,022 15	156	22,499	1170	127,070 10

	Vessels.	Ton-nage.	Value.		Vessels.	Ton-nage.	Value.
Of these 34 British vessels that arrived at Norfolk, there were from Great Britain with salt	2	716	£ s. 1,653 0	Of these 33 British vessels that departed, there were for Great Britain with flour	1	242	£ s. 3,037 10
Coals and do.	1	398	520 0	Halifax (N.S.).—Put in "Distress and sailed"	1	92	
Hardware and do.	1	166	1,360 0	Provisions	1	52	855 0
Coals and earthenware	1	306	1,132 5	Lumber and do.	1	84	1,242 0
St. Thomas.—Ballast and specie	5	1,587	4,665 5	West Indies.—Do.	1	80	1,023 15
Jamaica.—Pimento fruits, &c.	2	128	1,912 10	Flour, peas, &c.	1	53	695 5
" Ballast and specie	1	206	753 15	Jamaica.—Lumber and provisions	4	706	4,670 0
" Pimento and logwood	1	90	1,125 0	Do. and naval stores	1	166	387 0
" Hides	1	55	731 5	Demerara.—Do. and provisions	2	163	2,250 0
" Specie	1	245	45 0	Grenada.—Do.	3	210	1,825 0
" Ballast	2	254	956 5	Do. and tobacco	1	77	236 5
Demerara.—Do.	1	332		Antigua.—Do. and provisions	2	320	2,677 10
Bermuda.—Specie	2	138	860 0	St. John (N.H.).—Timber, do. &c.	1	394	2,002 10
Antigua.—Old copper and lead	1	84	25 5	Bermuda.—Lumber, do.	1	61	551 5
Turk's Island.—Salt	1	242	202 10	Bahamas.—Do.	2	102	735 15
Bahamas.—Do. and specie	1	53		Flour and tar	1	49	472 10
" Fruit and turtle	1	49	270 15	Richmond.—Ballast	2	491	
" Do. and mahogany	1	49	348 10	Salt	1	500	1,300 0
Yarmouth (N.S.).—Ballast	1	185		Newfoundland.—Provisions, &c.	1	186	1,473 15
Newfoundland.—Do.	1	186		Baltimore.—Ballast	1	396	
Trinidad.—Do.	2	792		Yarmouth (N.S.).—Naval stores	1	74	
Grenada.—Do.	2	155		Brazil.—Flour	1	216	3,105 0
" Salt and old copper	1	136	135 0	Trinidad.—Lumber	1	398	562 18
Dominica.—Ballast	2	117		Barbadoes.—Do. and provisions	1	65	517 10
Wilmington (N.C.).—Naval stores	1	74		Total	33	5271	29,615 13
West Indies.—Ballast	1	80					
Total	34	5481	12,117 5				

PORT OF RICHMOND.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Ton-nage.	Crews.	Invoice Value.	Vessels.	Ton-nage.	Crews.	Invoice Value.
British	5	1,772	73	£ s. 1,390 0	5	1,772	73	£ s. 43,294 10
American	27	7,960	335	19,712 5	81	26,050	1084	883,690 10
French	2	531	24	....	2	531	24	20,070 5
Bremen	3	650	33	....	3	650	33	6,738 15
Sardinian	1	190	13	....	1	190	13	1,991 5
Total	38	11,103	478	21,012 5	92	29,793	1227	955,785 5

	Vessels.	Ton-nage.	Value.		Vessels.	Ton-nage.	Value.
Of the 5 British vessels that arrived, there were from Great Britain	none		£	Of the 5 British vessels that departed, there were for Great Britain, with tobacco	3	1087	£ s. 34,485 15
From Norfolk, in ballast	2	491		Rotterdam ditto	1	185	2,475 0
" " salt	1	500	1300	Marseilles ditto and rum	1	500	6,333 15
From New York, in ballast	2	781					
Total	5	1772	1300		5	1772	43,294 10

COMMERCE of Virginia, from 1789 to 1843.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791 .....	.....	.....	3,130,865	.....	895,887	905	33,239 —
1792 .....	.....	.....	3,552,825	.....	461,733	1,736	32,545 —
1793 .....	.....	.....	2,987,098	.....	392,458	2,857	23,997 72
1794 .....	.....	.....	3,321,636	.....	423,520	23,076	26,130 13
1795 .....	.....	.....	3,490,041	.....	455,036	49,281	31,767 38
1796 .....	.....	.....	3,268,655	.....	653,209	43,707	36,278 76
1797 .....	.....	.....	4,008,713	.....	692,537	70,252	46,936 41
1798 .....	.....	.....	6,113,451	.....	677,778	25,838	43,687 54
1799 .....	.....	.....	6,292,086	.....	1,012,205	80,500	46,858 08
1800 .....	.....	.....	4,430,689	.....	755,776	90,705	41,838 47
1801 .....	.....	.....	5,635,574	.....	822,153	59,139	41,850 92
1802 .....	.....	.....	3,978,363	.....	726,564	29,864	31,943 87
1803	5,949,267	151,441	6,100,708	.....	749,181	25,555	37,832 24
1804	5,394,903	395,098	5,790,001	.....	938,029	33,723	35,614 11
1805	4,945,635	660,945	5,606,520	.....	954,717	135,108	37,674 19
1806	4,626,687	428,709	5,055,396	.....	762,215	109,876	34,015 29
1807	4,393,521	367,713	4,761,234	.....	617,526	104,494	33,503 05
1808	504,124	4,8349	526,473	.....	132,649	6,250	29,485 28
1809	2,786,161	107,964	2,894,125	.....	306,648	38,451	36,099 29
1810	4,632,829	180,782	4,822,611	.....	510,121	46,543	45,339 74
1811	4,786,612	23,695	4,822,307	.....	214,305	5,012	28,711 71
1812	2,983,493	17,619	3,001,112	.....	707,372	6,962	32,720 86
1813	1,819,414	308	1,819,722	.....	137,123	14,392	25,938 68
1814	17,581	.....	17,581	.....	23,901	5,283	22,514 47
1815	6,632,579	44,397	6,676,976	.....	1,202,739	4,507	31,152 40
1816	8,113,800	90,070	8,212,880	.....	1,264,336	32,080	26,059 66
1817	5,561,238	60,204	5,621,442	.....	794,522	37,903	27,569 23
1818	6,941,414	74,832	7,016,246	.....	891,887	16,983	24,534 03
1819	4,358,784	33,537	4,392,321	.....	490,794	16,445	16,147 54
1820	4,549,137	8,820	4,557,957	.....	336,510	8,093	16,797 58
1821	3,026,169	53,040	3,079,209	1,078,490	248,593	3,740	12,216 06
1822	3,209,822	7,537	3,217,359	864,162	263,124	1,572	8,060 93
1823	4,000,914	5,874	4,006,788	681,810	259,718	8,665	11,139 86
1824	3,276,478	1,086	3,277,564	639,787	219,319	6,695	10,759 39
1825	4,122,340	7,180	4,129,520	553,562	192,269	5,608	10,572 80
1826	4,596,077	655	4,596,732	635,438	224,472	6,112	13,724 29
1827	4,646,737	11,201	4,657,938	431,765	172,889	10,162	14,239 58
1828	3,324,616	15,569	3,340,185	375,238	142,308	5,962	15,627 08
1829	3,783,493	3,938	3,787,431	355,352	197,717	1,079	14,505 79
1830	4,788,804	2,480	4,791,284	405,739	189,850	9,314	10,061 43
1831	4,149,986	1,489	4,151,475	488,522	219,128	2,950	12,480 13
1832	4,493,016	16,734	4,510,650	553,639	191,945	9,738	13,784 79
1833	4,459,534	8,053	4,467,587	690,391	199,469	2,475	17,038 30
1834	5,469,240	13,828	5,483,068	837,325	163,887	393	18,966 70
1835	6,054,443	9,618	6,064,061	691,255	217,025	341	19,737 62
1836	6,044,028	148,012	6,192,040	1,105,814	300,762	6,223	16,501 37
1837	3,690,110	3,604	3,702,714	813,823	.....	.....	8,299 64
1838	3,977,895	8,333	3,986,228	577,142	.....	.....	7,405 82
1839 .....	.....	.....	.....	.....	.....	.....	.....
1840 .....	.....	.....	.....	.....	.....	.....	.....
1841 .....	.....	.....	.....	.....	.....	.....	.....
1842	3,745,227	5,159	3,750,386	316,705	.....	.....	.....
1843*	1,954,510	2,055	1,957,165	187,062	.....	.....	.....

For the nine months ending the 30th of June only.

PORT OF PETERSBURG.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Ton- nage.	Crews.	Invoice Value.	Vessels.	Ton- nage.	Crews.	Invoice Value.
British	1	274	10	£ 337 10 s.	1	274	10	£ 4,030 0 s.
American	13	6021	243	5985 0	22	8180	312	220,178 5
Total	16	6895	253	6322 10	23	8454	322	224,208 5

This British vessel arrived from Great Britain with salt and coals, value 337l. 10s.; and departed for Great Britain, with flour, value 4050l.

IV. NORTH CAROLINA.

NORTH CAROLINA is bounded north by Virginia; east by the Atlantic; south by South Carolina; and west by Tennessee. It is situated between 33 deg. 50 min. and 36 deg. 30 min. north latitude, and between 75 deg. 45 min. and 84 deg. west longitude; and between 6 deg. 20 min. west, and 1 deg. 33 min. east from Washington. It is 430 miles long, and 180 broad, and comprises an area of 48,000 English square miles, or 30,720,000 English statute acres.

The population, in 1790, was 393,754; in 1800, 478,103; in 1810, 555,500; in 1820, 638,829; in 1830, 738,470; in 1840, 753,419, of which 245,817 were slaves. Of the free population, 240,047 were white males; 244,823 were white females; 11,226 were coloured males; 11,505 were coloured females. In 1840, there were employed in agriculture, 217,095; in commerce, 1734; in manufactures and trades, 14,322; navigating the ocean, 327; navigating canals, rivers, &c., 379; learned professions, 1086.—*Official Returns.*

This state is divided into sixty-eight counties, which, with their population in 1840, and their capitals, are as follow:—Anson, 15,077, C. Wadesborough; Ashe, 7467, C. Jefferson; Beaufort, 12,225, C. Washington; Bertie, 12,175, C. Windsor; Bladen, 8022, G. Elizabeth; Brunswick, 5265, C. Smithville; Buncombe, 10,084, C. Asheville; Burke, 15,799, C. Morganton; Cabarrus, 9259, C. Concord; Camden, 5663, C. Jonesborough; Carteret, 6591, C. Beaufort; Caswell, 14,693, C. Yanceyville; Chatham, 16,242, C. Pittsborough; Cherokee, 3427, C. Murphy; Chowan, 6693, C. Edenton; Columbus, 3941, C. Whitesville; Craven, 13,438, C. Newbern; Cumberland, 15,284, C. Fayetteville; Currituck, 6703, C. Currituck; Davidson, 14,606, C. Lexington; Davie, 7574, C. Mocksville; Duplin, 11,182, C. Kenansville; Edgecombe, 15,708, C. Tarborough; Franklin, 10,980, C. Louisburg; Gates, 8161, C. Gatesville; Granville, 18,817, C. Oxford; Greene, 6595, C. Snow Hill; Guilford, 19,175, C. Greensborough; Halifax, 16,865, C. Halifax; Haywood, 4975, C. Waynesville; Henderson, 5129, C. Hendersonville; Hertford, 7484, C. Winton; Hyde, 6458, C. Lake Landing; Iredell, 15,685, C. Statesville; Johnston, 10,599, C. Smithfield; Jones, 4945, C. Trenton; Lenoir, 7605, C. Kingston; Lincoln, 25,160, C. Lincoln; Macan, 4869, C. Franklin; Martin, 7637, C. Williamston; Mecklenburg, 18,273, C. Charlotte; Montgomery, 10,780, C. Lawrenceville; Moore, 7988, C. Carthage; Nash, 9047, C. Nashville; New Hanover, 13,312, C. Wilmington; Northampton, 13,369, C. Jackson; Onslow, 7527, C. Onslow; Orange, 24,356, C. Hillsborough; Pasquotank, 8514, C. Elizabeth City; Perquimans, 7346, C. Hertford; Person, 9790, C. Roxborough; Pitt, 11,806, C. Greenville; Randolph, 12,875, C. Ashborough; Richmond, 8909, C. Rockingham; Robeson, 10,370, C. Lumberton; Rockingham, 13,422, C. Wentworth; Rowan, 12,109, C. Salisbury; Rutherford, 19,202, C. Rutherfordton; Sampson, 12,157, C. Clinton; Stokes, 16,265, C. Germanton; Surry, 15,079, C. Rockford; Tyrrel, 4657, C. Columbia; Wake, 21,118, C. Raleigh; Warren, 12,949, C. Warrenton; Washington, 4525, C. Plymouth; Wayne, 10,891, C. Waynesborough; Wilkes, 12,577, C. Wilkesborough; Yancey, 5962, C. Burnsville.

Raleigh, situated near the centre of the state, six miles west of the Neuse river, is the seat of government.

Soil and Configuration.—Sandy downs extend along the whole coast of North Carolina. This ridge of sea sand is separated from the main land in some places by narrow, and, in other places, by broad sounds and bays. The inlets are shallow and dangerous, with shallow bars at their entrances, and Ocracoke inlet is the only one through which vessels pass. Off capes Hatteras and Lookout, shoals extend far into the sea, which render those land promontories the most dangerous navigation on the coast of the United States. The country, for sixty or eighty miles from the shore, is tame and flat, abounding with swamps and marshes, and the streams are thick and sluggish. The soil is sandy and poor, excepting on the margins of the rivers, where it is frequently rich. The natural wood of this region is pitch pine, which is much larger than the same kind of tree in the northern

states. This wood affords tar, pitch, turpentine, and lumber, which constitute an important export from the state. In the swamps rice of an excellent quality is raised. Behind the flat country, and extending to the lower falls of the rivers, there is a belt of about forty miles wide, of a moderate uneven surface, a sandy soil, and of which the pitch pine is the prevailing natural growth. Above the falls the country is undulated, the streams more rapid, the country more fertile, and produces wheat, rye, barley, oats, and flax. The western part of the state is an elevated table land, about 1800 feet above the level of the sea, with some high ranges, and elevated summits. Black mountain, in Yancey county, is 6476 feet high, the highest land in the United States east of the Rocky mountains. Roan mountain is 6038 feet, and Grandfather mountain is 5556 feet high. The soil of this region is generally good, but west of the mountains it is still more fertile. Throughout the state Indian corn is raised, and, in some parts, cotton. In the low country, grapes, plums, blackberries, and strawberries grow spontaneously; and, on the intervals, canes grow luxuriantly; and, their leaves continuing green through the winter, furnish food for cattle. The low country is unhealthy, but in the elevated parts the air is pure and salubrious. In the hilly and mountain country, oak, walnut, lime, and cherry trees, of a large growth, abound. In the northern part of this state, and in Virginia, is the great Dismal swamp, which is thirty miles long, and ten broad, and covers a surface of 150,000 acres. In the centre of it, and within the state of Virginia, is Lake Drummond, fifteen miles in circuit. A canal passes through this swamp, with a feeder five miles long from Lake Drummond. This swamp is thickly wooded with pine, juniper, cypress, and, in its drier parts, with white and red oak. In some parts, the thickness of the growth renders it impervious. South of this, between Albemarle and Pamlico sounds, is Alligator swamp, which has a lake in the centre. It is computed that 2,500,000 acres of swamp in this state might be easily drained, and afford a rich soil for the growth of cotton, tobacco, rice, and Indian corn.

Live Stock, and Agricultural Products.—In 1840, there were in the state 166,608 horses and mules; 617,371 neat cattle; 538,279 sheep; 1,649,716 swine; poultry to the value of 544,125 dollars. There were produced 1,960,885 bushels of wheat; 3574 bushels of barley; 3,193,941 bushels of oats; 213,971 bushels of rye; 15,391 bushels of buckwheat; 23,893,763 bushels of Indian corn; 625,044lbs. of wool; 1063lbs. of hops; 118,923lbs. of wax; 2,609,239 bushels of potatoes; 101,369 tons of hay; 9879 tons of hemp and flax; 16,772,359lbs. of tobacco; 2,820,388lbs. of rice; 51,926,190lbs. of cotton; 3014lbs. of silk cocoons; 7163lbs. of sugar; the products of the dairy were valued at 674,349 dollars; of the orchard at 386,006 dollars; of lumber at 506,766 dollars. There were made 28,752 gallons of wine.—*Official Returns.*

Minerals.—The principal minerals of North Carolina are gold and iron. The gold region lies on both sides of the Blue Ridge, and extends east of the Yadkin. It exists in grains, and in small masses and lumps, some of them worth from 100 to 7000 or 8000 dollars, and in veins. A considerable amount is sent annually to the mint of the United States.—(See account of the Minerals generally of the United States hereafter.)

Rivers.—The principal rivers are the Chowan, 400 miles long, navigable for small vessels thirty miles; Roanoke; Pamlico, navigable for thirty miles; Neuse; Cape Fear, the largest river in the state, 280 miles long with eleven feet of water to Wilmington; the Yadkin, which forms a part of the Great Pedee in South Carolina; and the Catawba, which also passes into South Carolina. The sluggishness of the rivers as they approach the sea, and the sandy character of the coast, cause them to be extensively obstructed by bars at their mouths. As this state has few good harbours, much of its commerce is carried on through Virginia, South Carolina, Georgia, and Tennessee. Wilmington, on Cape Fear river, forty miles from the sea, is the most commercial place in the state. Newbern, on the Neuse, thirty miles from Pamlico sound, has some commerce. Fayetteville, at the head of boat navigation on Cape Fear river, has considerable trade.—*U. S. Gaz.*

Trade.—The exports of the state, in 1840, amounted in value to 387,484 dollars; and the imports to 252,532 dollars. There were four commercial houses and forty-six commission houses engaged in foreign trade, with a capital of 151,300 dollars; 1068 retail dry goods and other stores, with a capital of 5,082,835 dollars; 432 persons employed in the lumber trade, with a capital of 46,000 dollars; 213 persons employed in internal transportation,

who, with twenty-four butchers, packers, &c., employed a capital of 9000 dollars; 1784 persons employed in the fisheries, with a capital of 213,502 dollars.—*Official Returns.* In 1842 the exports amounted in value to 334,650 dollars; the imports to 187,404 dollars.

Manufactures.—In 1840, the value of home-made or family manufactures was 1,413,242 dollars; there were three woollen manufactories and one fulling mill, producing articles to the value of 3900 dollars, with a capital of 9800 dollars; twenty-five cotton manufactories, with 47,934 spindles, employing 1219 persons, producing articles to the value of 438,900 dollars, with a capital of 995,300 dollars; there were eight furnaces, producing 968 tons of cast iron, and forty-three forges, &c., producing 963 tons of bar iron, employing 468 persons, and a capital of 94,961 dollars; two smelting houses, employing thirty persons, and produced 10,000 pounds of lead; ten smelting houses employed 389 persons, and produced gold to the value of 255,618 dollars, with a capital of 9832 dollars; two paper-mills, producing articles to the value of 8785 dollars, with a capital of 5000 dollars; hats and caps were manufactured to the value of 38,167 dollars, and straw bonnets to the value of 1700 dollars, employing 142 persons, and a capital of 13,141 dollars; 353 tanneries employed 645 persons, with a capital of 271,979 dollars; 238 other leather manufactories, as saddleries, &c., produced articles to the value of 185,387 dollars, with a capital of 76,163 dollars; sixteen potteries employed twenty-one persons, producing articles to the value of 6260 dollars; with a capital of 1531 dollars; eighty-nine persons manufactured machinery to the value of 43,285 dollars; forty-three persons manufactured hardware and cutlery to the value of 4200 dollars; 698 persons manufactured carriages and waggon to the value of 301,601 dollars, with a capital of 173,318 dollars; 323 flouring mills produced 87,641 barrels of flour, and with other mills employed 1830 persons, producing articles to the value of 1,552,096 dollars, employing a capital of 1,670,228 dollars; vessels were built to the value of 62,800 dollars; 223 persons manufactured furniture to the value of 35,002 dollars, with a capital of 57,980 dollars; forty persons manufactured 1085 small arms; fifteen persons manufactured granite and marble to the value of 1083 dollars; 276 persons produced bricks and lime to the value of 58,336 dollars; 367 persons manufactured 1,612,825 lbs. of soap, 148,546 lbs. of tallow-candles, 335 lbs. of spermaceti and wax candles, with a capital of 4754 dollars; 2802 distilleries produced 1,051,979 gallons, and with breweries, which produced 17,431 gallons, employed 1422 persons, and a capital of 180,200 dollars; thirty-eight brick or stone, and 1822 wooden houses, employed 1707 persons, at a cost of 410,264 dollars; twenty-six printing offices, four binderies, twenty-six weekly, and one semi-weekly newspapers, and two periodicals, employed 103 persons, and a capital of 55,400 dollars. The whole amount of capital employed in manufactures was 3,838,900 dollars.—*Official Returns for 1840.*

Education.—The university of North Carolina, at Chapel hill, twenty-seven miles west-north-west from Raleigh, was founded in 1791. Davidson college, in Mecklenburg county, was founded in 1837. In these institutions there were, in 1840, 158 students. There were in the state 141 academies, with 4398 students, 632 common and primary schools, with 14,937 scholars; and 56,609 white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

In the low country the Methodists and Baptists are the most numerous religious denominations. In the elevated country west are many Presbyterians. The Methodists and Baptists have each about 20,000 communicants; the Presbyterians about 11,000. The Episcopalians have a bishop and twenty ministers; the Lutherans have eighteen ministers, thirty-eight congregations, and 1886 communicants. Besides these, there are some Moravians, Roman Catholics, Friends, &c.

Banks.—There were in October, 1839, in this state, six banks and branches, with a capital of 1,500,000 dollars, and a circulation of 1,165,857 dollars.—(See Banks generally of United States hereafter.)

Public Works.—The Wilmington and Raleigh railroad extends from Wilmington 161 miles and a half to Weldon, on the Roanoke, and connects with the Portsmouth and Roanoke railroad. It was commenced in 1836, and completed in 1840. The Raleigh and Gaston railroad extends from Raleigh eighty-five miles to Gaston, on the Roanoke, where it unites with the Petersburg, Greenville, and Roanoke railroads. Northwest canal connects Northwest river, six miles, with the Dismal Swamp canal. Weldon canal extends twelve

miles round the falls of the Roanoke. Clubfoot and Harlow canal extends from the head waters of the Clubfoot, one mile and a half, to those of Harlow creek, near Beaufort.—*U. S. Gaz.* (Various accounts.)

The receipts of the railways for 1843 amounted to 122,108 dollars; expenses, 70,176 dollars; receipts by steamboats, 104,066 dollars; profits on both, 78,006 dollars.

PRINCIPAL TOWNS AND SEAPORTS.—There are no large towns, nor any good seaports in North Carolina.

WILMINGTON, situated on the east side of Cape Fear river, about thirty miles from the sea. Vessels of 300 tons can enter the river, and ascend to the town, but the entrance is dangerous. Population, in 1840, 4744. Shipping, 18,232 tons.

FAYETTEVILLE, situated about a mile from the west bank of Cape Fear river, at the head of uninterrupted boat navigation, in 35 deg. 3 min. north latitude, 79 deg. 58 min. west longitude. Population, in 1820, 3532; in 1830, 3868; in 1840, 4285. It is regularly laid out, with streets 100 feet wide. It has three churches, a court house, two banks, and a United States arsenal of construction. Its trade is in grain, flour, tobacco, and naval stores, and is considerable. In 1831, a most disastrous fire destroyed a considerable portion of the place, which so excited the sympathies of the people throughout the United States, that they contributed about 92,000 dollars for the relief of the sufferers. The place has in a great measure recovered from the disaster. There were, in 1840, fifty-two stores, capital 372,400 dollars; seven cotton factories, 13,234 spindles, one flouring mill, four grist mills, two saw mills, two oil mills, two printing offices, two weekly newspapers. Capital in manufactures, 384,000 dollars.—*U. S. Gaz.*

NEWBERN, situated on the south-west bank of the Neuse river, thirty miles above Pamlico sound. In 1840, it contained 3690 inhabitants, and fifty-three stores. Capital in manufactures, 151,650 dollars. It exports rum, pork, timber, tar, pitch, &c. A steamboat plies to and from Elizabeth city.

BEAUFORT has a tolerably good harbour, admitting vessels drawing about fourteen feet of water, and has considerable trade, though the population, in 1840, consisted only of 1100 inhabitants, and the tonnage of the port to 1974.

RALEIGH, the capital of the state, within a few miles of the Neuse river, 123 miles from Newbern, and thirty miles from the most navigable part of the river. It stands in a healthy elevated situation; and contained, in 1840, only 2240 inhabitants. The state house is a superb granite edifice, 166 feet long, ninety feet wide, and surrounded by massive granite columns. There were, in 1840, forty-three stores, capital 191,200 dollars; four printing offices, two binderies, five weekly and one semi-weekly newspapers. Capital in manufactures, 36,800 dollars. The former state house, containing a marble statue of Washington, by Canova, was burnt in 1831.

FINANCES.—This state owes no public debt.

<i>State Revenue.</i>		<i>State Expenditure.</i>	
	dollars.		dollars.
Amount on hand, Nov. 1, 1842	29,002	General assembly	42,893
Distribution of United States' land fund	25,983	Judiciary	27,482
Direct taxes	77,788	Executive officers and expenses	6,573
Bank tax	5,201	Interest on railroad bonds	42,884
Miscellaneous	788	Public printing	3,372
		Contingencies	2,325
Total	138,762	Total	127,529
<i>Literary Fund Income.</i>		<i>Literary Fund Expenditure.</i>	
	dollars. cts.		dollars. cts.
Amount on hand, Nov. 1, 1842	57,998 30	Experimental farm	17,020 93
Loans, &c., repaid	34,511 57	Common schools	57,847 07
United States' land fund	23,147 14	Wilmington railroad bonds	50,000 00
Bank dividends	63,269 75	Purchase of bank stock	2,700 00
Miscellaneous	14,524 99	Expenses of literary board	954 30
		Miscellaneous	1,885 46
Total	193,451 75	Total	130,407 76

The receipts of the Internal Improvement Fund, during the year, amounted to 28,833 dollars 97 cents; the disbursements to 1748 dollars 3 cents; leaving a balance on hand, November 1, 1843, of 27,049 dollars 60 cents.

• FOREIGN Commerce of North Carolina from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791.....	.....	.....	524,548	.....	106,094	20	23,245 00
1792.....	.....	.....	527,900	.....	75,582	161	26,841 00
1793.....	.....	.....	365,414	.....	63,377	81	10,167 49
1794.....	.....	.....	321,587	.....	83,637	.....	14,438 76
1795.....	.....	.....	492,161	.....	106,015	1,032	12,601 19
1796.....	.....	.....	671,487	.....	85,682	10,421	15,515 04
1797.....	.....	.....	546,901	.....	114,713	1,254	19,645 61
1798.....	.....	.....	537,810	.....	135,417	5,804	18,603 33
1799.....	.....	.....	485,921	.....	138,578	2,325	19,214 52
1800.....	.....	.....	709,799	.....	151,087	4,555	20,940 47
1801.....	.....	.....	874,884	.....	141,781	1,508	21,812 63
1802.....	.....	.....	659,390	.....	274,386	2,742	21,389 71
1803.....	926,318	26,296	952,614	.....	182,565	1,780	21,063 18
1804.....	919,545	9,142	928,687	.....	204,759	3,755	18,904 82
1805.....	767,434	12,400	779,833	.....	190,772	10,647	22,576 69
1806.....	786,029	3,576	789,605	.....	221,509	2,011	22,180 70
1807.....	740,933	4,229	745,162	.....	209,035	5,922	21,894 53
1808.....	117,120	.....	117,120	.....	46,835	2,300	16,623 24
1809.....	322,856	160	322,994	.....	82,616	.....	23,161 64
1810.....	401,443	2,484	403,949	.....	75,170	4,785	26,472 47
1811.....	793,975	4,001	797,976	.....	63,053	588	17,114 85
1812.....	480,219	.....	480,219	.....	59,835	881	15,243 49
1813.....	705,510	1,848	797,358	.....	446,135	497	14,807 05
1814.....	362,440	.....	362,446	.....	366,963	480	17,840 84
1815.....	1,012,967	975	1,013,942	.....	339,905	3,861	25,826 61
1816.....	1,328,271	464	1,328,735	.....	262,242	4,860	20,267 43
1817.....	955,211	1,309	956,560	.....	170,021	4,340	20,617 67
1818.....	948,253	.....	948,253	.....	161,104	2,269	10,520 52
1819.....	646,703	1,033	647,736	.....	142,350	591	14,228 51
1820.....	807,944	375	808,319	.....	185,425	4,261	20,138 29
1821.....	400,944	.....	400,944	200,673	110,637	3,289	13,376 89
1822.....	585,951	.....	585,951	258,761	127,855	4,225	14,226 03
1823.....	482,417	.....	482,417	183,938	150,347	6,213	13,968 92
1824.....	588,733	.....	588,733	485,836	158,866	5,096	17,077 07
1825.....	553,390	.....	553,390	311,308	111,213	855	18,041 10
1826.....	581,740	.....	581,740	307,545	147,024	66	21,018 36
1827.....	447,080	2,151	449,237	276,791	101,109	.....	.....
1828.....	522,498	1,249	523,747	268,615	119,110	259	30,445 03
1829.....	564,506	.....	564,506	283,347	176,020	7,078	23,382 46
1830.....	398,550	743	399,333	221,682	104,426	2,305	15,277 02
1831.....	340,973	167	341,140	196,356	84,358	54	16,277 49
1832.....	338,246	3,795	342,041	215,184	58,277	187	18,423 04
1833.....	432,086	49	432,035	198,758	54,774	429	22,012 91
1834.....	471,408	.....	471,408	222,472	40,376	113	23,887 57
1835.....	319,327	.....	319,327	241,981	46,754	.....	24,697 37
1836.....	428,415	1,436	429,851	197,116	41,706	63	25,417 04
1837.....	548,876	2,919	551,795	271,623	.....	.....	13,012 20
1838.....	544,052	271	545,223	290,405	.....	.....	15,666 55
1839.....	426,934	992	427,926	220,233	.....	.....	.....
1840.....	387,444	.....	387,484	252,532	.....	.....	.....
1841.....	383,056	.....	383,056	220,360	.....	.....	.....
1842.....	344,050	.....	344,670	187,404	.....	.....	.....
1843*.....	171,099	.....	171,099	110,976	.....	.....	.....
1844.....	.....	.....	.....	.....	.....	.....	.....

* For nine months, ending 20th of June.

The direct foreign trade of this state has been rapidly declining; nor is it likely to increase.—(See General and Detailed Account of the Navigation, Tonnage, and Trade of the United States hereafter.)

V. SOUTH CAROLINA.

SOUTH CAROLINA is bounded north by North Carolina; south-east by the Atlantic; and south-west from Georgia, from which it is separated by the Savannah river. It is between 32 deg. 2 min. and 35 deg. 10 min. north latitude, and between 78 deg. 24 min. and 83 deg. 30 min. west longitude, and between 1 deg. 45 min. and 6 deg. 15 min. west from Washington. It is about 200 miles long and 125 miles broad. Its area comprises

about 25,000 square miles, or 16,000,000 square acres. The population, in 1790, was 240,000; in 1800, 345,591; in 1810, 415,115; in 1820, 502,741; in 1830, 581,458; in 1840, 594,398, including 327,028 slaves. Of the free population, in 1840, 130,496 were white males, 128,588 white females; 3864 were coloured males, 4412 coloured females. Employed in agriculture, 198,363; in commerce, 1958; manufactures and trades, 10,325; navigating the ocean, 381; navigating canals, rivers, &c., 348; learned professions, &c., 1481.

This state is divided into twenty-nine districts, which, with their population, in 1840, and their capitals, were as follows: Abbeville, 29,351, C. Abbeville; Anderson, 18,493, C. Anderson; Barnwell, 21,471, C. Barnwell; Beaufort, 35,794, C. Coosawhatchie; Charleston, 82,661, C. Charleston; Chester, 17,747, C. Chester; Chesterfield, 8574, C. Chesterfieldville; Colleton, 25,548, C. Walterborough; Darlington, 14,822, C. Darlington; Edgefield, 32,852, C. Edgefield; Fairfield, 20,165, C. Winnsborough; Georgetown, 18,274, C. Georgetown; Greenville, 17,839, C. Greenville; Horry, 5755, C. Conwaysborough; Kershaw, 12,281, C. Camden; Lancaster, 9907, C. Lancaster; Laurens, 21,584, C. Laurensville; Lexington, 12,111, C. Lexington; Marion, 13,932, C. Marion; Marlborough, 8408, C. Bennettsville; Newberry, 18,350, C. Newberry; Orangeburg, 18,519, C. Orangeburg; Pickens, 14,356, C. Pickens; Richland, 16,397, C. Columbia; Spartanburg, 23,699, C. Spartanburg; Sumter, 27,892, C. Sumterville; Union, 18,936, C. Unionville; Williamsburg, 10,327, C. Kingstree; York, 18,383, C. Yorkville.

Configuration and Soil.—The sea-coast is bordered with a chain of islands, between which and the shore there are navigable passages with inlets from the sea, affording great commerce for coasting vessels. The mainland is naturally divided into the Lower and Upper country. The low country extends from eighty to 100 miles from the sea-coast, and is covered with forests of pitch pine, called pine-barrens, the soil being unfit for agriculture: these low lands are interspersed with marshes and swamps. The banks of the large rivers, and on the creeks, are bordered with excellent land, producing cotton and Indian corn in abundance. The marshes and swamps, when drained and cleared of the canes, reeds, cypress, and other woods and shrubs, are formed into productive rice plantations. The salt marshes on the sea-coast are susceptible of being transformed into good arable lands; but they have been greatly neglected. Among the pine-barrens, are the *Savannas*, which naturally produce nothing but grass; and which afford tolerable pasturage.

Between the Low country and the interior region, there occurs a succession of little sand-hills. This district, sometimes denominated the Middle country, continues for fifty or sixty miles to the *Ridge*, or Upper country, the ascent to which is sudden, and in some places abrupt. The lower falls of the rivers occur along this ridge. The low grounds between the sand-hills and this region are suitable for agriculture and pasturage; but with these exceptions, the country below the ridge is barren, and scarcely fit for cultivation. Beyond the ridge a beautiful and healthy region of hills and dales, and streams of pure water, extends west to the mountains. This whole region may be regarded as an elevated table land, and is generally fertile. At the distance of 220 miles north-west from Charleston, the land is 800 feet above the level of the sea. From this the country rises gradually to the mountainous region to the west, where the great Alleghany range passes through the state, in several ridges, some of which have high peaks. Table mountain, one of the most conspicuous of these, is 4000 feet above the level of the sea. The staple productions of the state are cotton and rice, great quantities of which are exported. Rice was first introduced in 1693, and is raised only in the Low country, where the land can be irrigated by the tide, or the overflowing of the rivers. Indigo was formerly produced in large quantities, but it has given place to the more profitable crop of cotton. The sea-island cotton, produced in the islands along the shore, is of a superior quality, and is in great demand. The highlands in the north-western parts of the state, known by the name of Hickory and Oaklands, are described as fertile.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 129,921 horses and mules; 572,608 neat cattle; 232,981 sheep; 878,532 swine; poultry to the value of 396,364 dollars. There were produced 968,354 bushels of wheat; 3967 bushels of barley; 1,486,208 bushels of oats; 44,738 bushels of rye; 14,722,805 bushels of Indian

corn ; 299,170 lbs. of wool ; 15,857 lbs. of wax ; 2,698,313 bushels of potatoes ; 24,618 tons of hay ; 51,519 lbs. of tobacco ; 60,590,860 lbs. of rice ; 61,710,274 lbs. of cotton ; 2080 lbs. of silk cocoons ; 30,000 lbs. of sugar. The products of the dairy were valued at 577,810 dollars ; of the orchard, 52,275 dollars ; of lumber, 537,684 dollars.—*Official Returns.*

Minerals.—The minerals in this state are gold, iron, various ophres, marble, limestone, and some lead, potter's clay, fuller's earth, useful fossils, &c.

Rivers.—The great Pedee river, 450 miles long, rises in North Carolina, and runs through the eastern part of the state. It is navigable for sloops for 130 miles. The Santee, formed by the junction of the Wateree and the Congaree, rises in North Carolina, and has a sloop navigation for about 130 miles. The Saluda is a branch of the Congaree. The Edisto is navigable for large boats for 100 miles. The Savannah washes the whole south-west border of the state, and is a noble stream. There are several smaller rivers, among which are Cooper, Ashley, and Combahee.—*U. S. Gaz.*

Education.—The most important literary institution in this state is the College of South Carolina, at Columbia, founded in 1804. There is a theological seminary connected with the institution. It had, in 1840, 168 students. Charleston college was founded in 1785, and has about sixty-five students. There were in this state, in 1840, 117 academies, or grammar schools, with 4326 students ; and 566 common and primary schools. There were 20,615 free white persons, over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—The Methodists, Baptists, and Presbyterians, are the most numerous religious denominations. At the commencement of 1836, the Methodists had 37,503 communicants ; the Baptists had 314 churches, 226 ministers, and 36,276 communicants ; the Presbyterians had ninety churches, seventy ministers ; the Episcopalians had fifty churches, one bishop, and forty-three ministers. The Lutherans had, in 1840, twenty-four ministers, thirty-four congregations, and 1667 communicants. There are a few congregations of Roman Catholics, Unitarians, Friends, Universalists, and Jews.

Banks.—At the commencement of 1840, there were fourteen banks and branches in this state, with an aggregate capital of 11,584,355 dollars, and a circulation of 4,439,404 dollars. The state debt at the close of 1840, amounted to 3,764,734 dollars.

Trades.—There were forty-one commercial and forty-one commission houses engaged in foreign trade, with a capital of 3,668,050 dollars ; 1253 retail dry goods and other stores, with a capital of 6,648,736 dollars ; 1057 persons employed in the lumber trade, with a capital of 100,000 dollars ; 125 persons employed in internal transportation, who, with forty-six butchers, packers, &c., employed a capital of 112,900 dollars ; fifty-three persons employed in the fisheries, with a capital of 1617 dollars.

Manufactures.—The value of home-made or family manufactures amounted to 930,703 dollars ; there were three woollen manufactories employing six persons, producing articles to the value of 1000 dollars, with a capital of 4300 dollars ; fifteen cotton manufactories, with 16,355 spindles, employing 570 persons, producing articles to the value of 359,000 dollars, employing a capital of 617,450 dollars ; four furnaces, producing 1250 tons of cast iron, and nine forges producing 1165 tons of bar iron, employing 248 persons, and a capital of 113,300 dollars ; five smelting houses, employing sixty-nine persons, producing gold to the value of 37,418 dollars, with a capital of 40,000 dollars ; one paper manufactory, employing thirty persons, producing articles to the value of 20,800 dollars, with a capital of 30,000 dollars ; twenty persons produced hats and caps to the value of 3750 dollars ; ninety-seven tanneries, employing 281 persons, and a capital of 212,020 dollars ; 243 other leather manufactories, as saddleries, &c., producing articles to the value of 109,472 dollars, employing a capital of 45,662 dollars ; eight potteries, employing forty-nine persons, producing articles to the value of 19,300 dollars, with a capital of 12,950 dollars ; 127 persons produced machinery to the value of 65,561 dollars ; twenty-six persons produced hardware and cutlery to the value of 13,465 dollars ; 420 persons produced carriages and waggons to the value of 180,270 dollars, with a capital of 132,690 dollars ; 164 flouring mills produced 58,458 barrels of flour, which, with other mills, employed 2122 persons, producing articles to the value of 1,201,678 dollars, and employing a capital of

1,668,804 dollars; 1281 persons manufactured bricks and lime to the value of 193,408 dollars, with a capital of 72,445 dollars; 168 persons manufactured 586,327 lbs. of soap, and 68,011 lbs. of tallow candles; 251 distilleries produced 102,288 gallons, employing 219 persons, and a capital of 14,342 dollars; ships and vessels were constructed to the value of 60,000 dollars; 241 persons manufactured furniture to the value of 28,155 dollars, with a capital of 133,600 dollars; 111 brick or stone houses, and 1594 wooden houses were erected, employing 2398 persons, at a cost of 1,527,576 dollars; sixteen printing offices, and seven binderies, three daily, twelve weekly, and two semi-weekly newspapers, and four periodicals, employed 164 persons, and a capital of 131,300 dollars. The amount of capital employed in manufactures, was 3,216,970 dollars.—*Official Returns.*

Public Works.—South Carolina has some important works of internal improvement. The Santee canal extends twenty-two miles from Charleston harbour to the Santee river, and was finished in 1802, at a cost of 650,667 dollars. Through this canal and the improvement of the Santee and Congaree rivers, a boatable communication has been opened from Charleston to Columbia. Winyaw canal extends seven miles and a half from Winyaw bay to Kinlock creek, a branch of the Santee river. The navigation of the Catawba river has been improved by five short canals, with an aggregate length of about eleven miles and a half. Saluda canal extends from the head of Saluda shoals to Granby ferry, six miles and a quarter. Besides these, there are three other short canals, to avoid the obstructions of falls or shoals in rivers.

The South Carolina railroad commences at Charleston, and extends 135 miles and three-quarters to Hamburg. This road was commenced in 1830 and completed in 1834, at a cost of 1,750,000 dollars. It has since been sold to the Louisville, Cincinnati, and Charleston Railroad Company, for 2,400,000 dollars, paid for in the stock of the latter company. The entire length of this road from Charleston to Cincinnati will be 718 miles. The Branchville and Columbia railroad extends from Branchville, on the South Carolina railroad, sixty-six miles to Columbia. This is to form a part of the Charleston, Louisville, and Cincinnati railroad.—*U. S. Gaz.*

FINANCES.

STATEMENT of the Public Debt, 1844.

DATES.	Amount Outstanding.	Rate per Cent.	When reimbursable.	Object of the Loans.
	dollars. cents.			
1794-1795.....	193,501 85	3	At will.	Payment of revolutionary claims.
1824.....	250,000 00	5	1845	Internal improvements.
1826.....	300,000 00	5	1846	ditto ditto.
1826.....	10,000 00	6	1850	Benefit of Mrs. Randolph.
1828.....	141,602 50	5	1858	Sub. to S. Western R. R. Bank.
1828.....	1,033,555 55	5	1860	Rebuilding city of Charleston.
1828.....	964,444 44	6	1870	ditto ditto.
1830.....	200,000 00	6	1848	Loan and Sub. to L. C. and C. R. R. Co.
1839.....	200,000 00	6	1850	ditto ditto ditto.
1839.....	200,000 00	6	1862	ditto ditto ditto.
	3,495,164 85			

Amount of surplus revenue deposited with the state, 1,051,422 dollars.

Amount of loan to the Louisville, Cincinnati, and Charleston railroad, guaranteed by the state, 2,000,000 dollars.

"It is highly probable," says Governor Hammond, "the state will never be called on to refund the surplus revenue, though her liability for it should never be forgotten, in an estimate of her debt. It is to be hoped that her guarantee of the railroad bonds is only nominal, and that in due season they will be discharged by the railroad company. I therefore deduct these items, in stating the public debt, for which certain and early provision must be made, at 3,500,000 dollars."

The receipts into the state treasury, in 1843, were 299,196 dollars 16 cents, and the

expenditures, 277,833 dollars 77 cents. The balance in the treasury, including an unexpended balance of previous appropriations, was about 57,000 dollars.

Exclusive of domestic productions of minor consideration, but which if included in the estimate, would swell the export of South Carolina, to at least 13,000,000 dollars,

Savannah exported the last year :—

• 199,842 foreign	} bales of short cotton.
76,299 coastwise	
10,537 from Darien.	

286,678 total at 30 dollars the bale	8,600,340 dollars.
8,108 Sea islands, at 75 dollars the bale	608,000 "
50,000 casks of rice, estimated at 20 dollars	1,000,000 ,

10,208,340 "

The exports, therefore, of South Carolina and Georgia, nearly the whole of which pass through the ports of Charleston and Savannah, amount in the aggregate, to 23,208,340 dollars.

PRINCIPAL SEAPORTS AND TOWNS.

COLUMBIA, the capital of the state, is but a small town, or rather village. It is situated on the Congaree river, 120 miles north-north-west of Charleston. Large boats ascend the river to the place, during high floods, and there is a railroad from Charleston to this place. The population of the whole township, in 1840, only amounted to 3500 inhabitants.

GEORGE TOWN is a port of entry on the west side of Winawa bay, with about 2800 inhabitants, and a harbour which admits vessels drawing eleven feet depth of water. It has rather an active trade. In 1840, the tonnage of the port was 4415.

CHARLESTON is the largest city in the Atlantic states south of the Potomac, and the ninth in population in the United States, and is situated on a tongue of land formed by the junction of Ashley and Cooper rivers. It is in 32 deg. 47 min. north latitude, and 79 deg. 64 min. west longitude from Greenwich; and 3 deg. west longitude from Washington. It is 124 miles south-south-east from Columbia; 118 miles north-east from Savannah; 590 miles south-south-west from Baltimore; 780 miles south-south-west from New York; 540 miles south-south-west from Washington. The population, in 1790, was 16,359; in 1800, 18,711; in 1810, 24,711; in 1820, 24,780; in 1830, 30,289; in 1840, 29,261; of which 14,673 were slaves; employed in commerce, 676; in manufactures and trades, 1025; in navigating the ocean, 292; learned professions, 226. Academies and grammar schools fourteen, with 861 students; thirteen common and primary schools, with 574 scholars, of which 568 were at the public charge. Five white persons over twenty could neither read nor write.—*Official Returns.*

"The bay formed at the junction of Ashley and Cooper rivers is two miles wide, and extends south of east seven miles to its entrance into the Atlantic, below Sullivan's island. Ashley is 2100 yards wide opposite the town, and Cooper is 1400; and both are deep and navigable for large vessels. A sand bar extends across the mouth of the harbour, but has four entrances, the deepest of which, passing very near Sullivan's island, has seventeen feet of water at high-tide. It is defended by Fort Moultrie, Fort Pinkney, on an island two miles below the city, and by Fort Johnson four miles below. The harbour is open to easterly winds, and storms from that quarter are often troublesome to the shipping at the wharfs. The ground on which Charleston is built is raised but about seven feet above high-tide, so that parts of the city have been overflowed, when the wind and tide have combined to raise the waters, though it has not often occurred. The streets, which are from thirty-five to seventy feet in width, extend from east to west, from the Cooper to the Ashley river, and are intersected by others at nearly right angles, running from north to south. Many of the houses are of brick, while others are of wood, many of them painted white, which, with the profusion of foliage, by which they are commonly surrounded, gives them a beautiful appearance. The houses are generally elegant, and they are often furnished with piazzas which extend to the roof, and are ornamented with vines. The gardens are adorned with

orange, peach, and other trees, and a variety of shrubbery ; while the streets are often lined with the pride of India, and other beautiful trees. Refinement and hospitality characterise the society of Charleston ; the city is considered more healthy during the summer months than the surrounding country. It contains twenty-four churches :—five Episcopal, four Presbyterian, four Methodist, three Roman Catholic, two Baptist, two German Lutheran, one French Protestant, one Jews' synagogue, and one Bethel.

" Among the public buildings are the city hall, the exchange, a court house, gaol, two arsenals, a theatre, two college halls, an almshouse, and an orphan asylum. The orphan asylum accommodates 150 destitute children. The literary and philosophical society has a fine collection of objects in natural history, and the academy of fine arts possesses some valuable paintings. The city library contains about 15,000 volumes.

" St. Philips parish, or the neck, virtually a part of the city, contains a population of 11,000; it is adorned with plantations in a high state of cultivation. Moultrieville, on Sullivan's island, at the mouth of the harbour, is a small but pleasant town, and the refreshing breezes from the ocean cause it to be much resorted to from the city during the summer and autumnal months."—*U. S. Gaz.*

Trade.—The commerce of Charleston is extensive, comprising that of nearly the whole of the state. Its tonnage in 1840 was 29,250.

There were, in 1840, twenty-seven foreign commercial and thirty-four commission houses, with a capital of 3,563,750 dollars; 428 retail stores, capital 3,317,450 dollars; seven lumber yards, capital 50,000 dollars; three grist mills, four saw mills, with a total capital of 334,000 dollars; eight printing-offices, five binderies, three daily, three weekly, and two semi-weekly newspapers, and four periodicals, with a capital of 120,000 dollars; eighty-four brick and stone houses, and twenty-six wooden, built at the cost of 927,700 dollars. Total capital in manufactures 770,500 dollars.—*Official Returns.*

" There are three lines of packets which ply between this city and New York. One line has six ships, one of which sails from each place every five days. Another consists of eight brigs, one of which sails every fourth day. There is another line consisting of six brigs. A canal of twenty-two miles in length, connects the harbour with the Santee river. A railroad extends 136 miles to Hamburg, on the Savannah.

" The College of Charleston has, in its scientific department, sixty students, and a library of 3000 volumes. There are in the city twenty churches, of which the Episcopalians have four, the Presbyterians three, the Methodists three, the Congregationalists two, the Roman Catholics two, and various others. There are six newspapers published here, three of which are issued daily, one semi-weekly, and two weekly. The city is divided into four wards."—*U. S. Gaz.*

Charleston exported during the year 1839 :—

228,191 foreign	} bales of short cotton.
60,178 coastwise	

288,369

13,200 from Georgetown.

301,569 total, at 30 dollars the bale 9,047,070 dollars.

19,310 bales Sea islands at 75 dollars	1,458,250	„
100,000 tierces of rice, at 20 dollars	2,000,000	„

Total value 12,505,320 „

In 1842, the number of bales of cotton to foreign parts was 198,824, and coastwise 70,782 bales. George Town exported 12,617. Total exports, 282,224 bales.

TARIFF of Commissions and Charges, and other Regulations of Trade, adopted by the Chamber of Commerce of Charleston, South Carolina.

Commissions—Maximum Rates.

	per. ct.
On the purchase and shipment of produce on foreign account.....	2½
On drawing bills for the same.....	2½
On the purchase and shipment of produce on domestic account.....	2½
On drawing bills for the same.....	1
On the purchase and shipment of produce, either on foreign or domestic account, with funds in hand.....	2½
On sales of foreign consignments.....	5
On guarantee of the same.....	2½
On sales of domestic consignments.....	5
On guarantee of the same.....	2½
On remitting the proceeds of sales in produce.....	2½
Ditto ditto in bills, with guarantee.....	1
Ditto ditto in bills, without do.....	5
On procuring freights.....	2
On collecting do.....	5
On ship's disbursements, with funds in hand.....	2½
Ditto ditto drawing bills.....	5
For endorsing bills of exchange (domestic).....	2½
Ditto ditto ditto (foreign).....	2½
On goods consigned to, or lodged with merchants for sale, and afterwards ordered to be reshipped, or delivered up on the amount of invoice.....	2½
For forwarding goods, 25 cents per package	
On effecting insurance, on amount insured.....	5
On recovering losses, if litigated.....	4
Ditto ditto without litigation, if under acceptance.....	2½
Ditto ditto ditto if not under acceptance.....	1
On collecting money by power of attorney, if litigated.....	5
Ditto ditto without litigation.....	2½
On cargoes of vessels in distress, where the goods are bonded, lodged in the custom house, or stored, and afterwards reshipped—on amount of invoice, (except on jewelry and specie).....	2½
On jewelry and specie.....	5
On collecting bills of exchange.....	5
On remitting for the same in bills, without guarantee.....	2

Revised, October, 1843.

The shipping charges on cotton are—	
Brokerage.....	12½ cents per bale.
Marking.....	2 "
Mending.....	4 "
" furnishing bagging and twine.....	10 "
Drayage.....	6½ "
Wharfage.....	4 "
The shipping charges on rice are—	
Brokerage, whole casks.....	12½ cents each.
" half.....	6½ "
Marking casks, half casks, and bags.....	2 "
Drayage, whole casks.....	6½ to 12½ "
" half.....	4½ to 8½ "
" bags.....	1½ to 2½ "
Cooperage, casks and half casks.....	14 "
" filling up, and extra hooping.....	20 "
Starting into half casks.....	dlr. 1 00 per cask.
" bags and sewing.....	1 00 "
Wharfage, whole and half casks.....	4 each.
" bags.....	1 "

And storage, while awaiting shipment, of 8 cents per week on bales, and whole and half casks, for the first and last weeks, and 4 cents for the intermediate weeks.

On all other goods, the charges actually paid in each particular case.—Adopted, October, 1843.

Standard of Freights.

When vessels are freighted by the ton, and no special agreement is made respecting the proportion of tonnage, the following standard shall regulate, viz: that the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be in weight as follows:—Coffee, in casks, 1508 lbs. nett; in bags, 1830 lbs. nett. Cocoa, in casks, 1120 lbs. nett; in bags, 1307 lbs. nett. Pimento, in casks, 952 lbs. nett; in bags, 1100 lbs. nett. All heavy goods, as bar, pig, and rod iron, 2240 lbs. nett. All heavy dye-woods, rice, sugar, and all other heavy goods, 2240 lbs. nett. Flour of 1½ cwt., 8 barrels. Beef, pork, fish, (pickled) tallow, 6 barrels. Pitch, tar, and turpentine, of the capacity of 32 gallons each, 6 barrels. Oil, wine, brandy,

and other liquors, reckoning the full contents of casks, 200 gallons. Grain, in casks, 22 bushels. Salt (in casks), fine, 36, bushels, coarse, 31 bushels. Sea coal, 20 bushels. Mahogany, square timber, plank, boards, bale goods, and dry goods, in casks, boxes, and trunks, 40 cubic feet. Dried hides, 1120 lbs. nett. Raw silk, 80½ lbs. nett. Tobacco, ton, 1600 lbs. nett. Tobacco, in hhds., 1200 lbs. nett.—Adopted, March, 1843.

Measurement of Goods.

Goods of measurement on freight from other ports, delivered here, if deemed incorrectly measured, may be re-measured here by the port-wardens, or other proper persons agreed on for that purpose, whose measurement shall be final and conclusive; and the charge incurred by measuring shall be paid by him who is found in error.

Adopted, March, 1823.

Losses on Goods by Fire, &c., and by Bad Debts.

Loss of goods arising from fire, robbery, theft, or accident, shall, in all cases, be borne by the owner thereof, unless a breach of orders to insure has been made, or negligence and inattention practised by the consignee or his agents.

Losses by bad debts, in the sale of goods, shall always be borne by the owners, unless sold contrary to written orders, or there be an express agreement to guarantee.—Adopted, March, 1843.

Goods sold by Weight and by the Thousand.

Goods sold by the weight, to be sold by the 100 lbs., instead of 112 lbs.; or by the ton of 2000 lbs., instead of 2240 lbs.—Adopted, March, 1845.

Staves, hoops, &c., by the short thousand.—Adopted, May, 1839.

Custom as to the Staple Productions of South Carolina.

RICE.—The standard weight of a barrel is 500 lbs. nett. When the wharfinger weighs a barrel, the turn of the scale is allowed, and a draft of 4 lbs. per barrel. The tare is ascertained by weighing three barrels of a small parcel, and five of a large parcel, if required. The purchaser pays 50 cents for each barrel, and for any re-cooperage after having been once coopered, unless a special agreement is made to the contrary.

COTTON.—In bags and square bales, turn of the scale, and 1 per cent draft, but no tare for all necessary baling and roping, except for wooden hoops, the actual tare of which is allowed.—Adopted, March, 1825.

What shall be a Delivery of Goods by the Master of a Vessel.

In the absence of any express law on the subject, the Chamber recommends that the following regulations be adopted by all interested:—

That a notification in all the daily newspapers of the city, or other proper notice, be given by consignee or agents of vessels, at what time a vessel will be ready to discharge, and at what wharf; stating, also, that if goods shall be landed, and not taken in charge by the consignee or his agent, the master or agent of the vessel shall, at sunset, put such goods into the charge and possession of the wharfinger, who shall then store the same, at the expense and risk of the respective owners and claimants; and such delivery shall be sufficient to discharge the master from all future responsibility, and entitle him to his freight-money.

That in order more effectually to prevent disputes in regard to the proper delivery of goods from alongside the discharging vessel, it be recommended to ships' agents to have respectively, a clerk to deliver the goods, and to record the same in a book to be kept for that purpose. When goods are to be delivered to a drayman, an order shall be written by the consignee for such delivery, in which shall be inserted the name of the drayman, and the number of his licence.—Adopted, 8th of February, 1839.

Drafts and Tares to be allowed to the Purchasers of Imported Articles for Internal Consumption.

Sugars, in hhds., one-half per cent draft, and twelve per cent tare.

Sugars, in boxes, one-half per cent draft, and fifteen per cent tare.

Sugars, in flour barrels, one-half per cent draft, and 20 lbs. each, tare.

Sugars, in flour barrels, one-half per cent draft, and (if filled in Charleston), 18 lbs. each tare.

Sugars, in bags of grass, one-half per cent draft, and two per cent tare.

Sugars, in mats or bales, one-half per cent draft, and two per cent tare.

Coffee, in hhds., one-half per cent draft, and twelve per cent tare.

Coffee, in flour barrels, one-half per cent draft, and 18 lbs. per barrel, tare.

Coffee, in bags of grass, one-half per cent draft, and two per cent tare.

Coffee, in bags of linen, two per cent tare.

Coffee, in mats or bales, one-half per cent draft, and three per cent tare.

Cocoa, in casks, custom-house draft, and ten per cent tare.

Cocoa, in bags of linen, two per cent tare.

Pimento, in bags of linen, two per cent tare.

Pimento, in casks, custom-house draft, and sixteen per cent tare.

Pepper, in bags of linen, two per cent tare.

Teas, custom-house draft and tare.

Indigo, of foreign growth, custom-house draft; tare, in casks, fifteen per cent; in barrels, twelve per cent; in ceroons, ten per cent; in bags, three per cent.

Cotton, of foreign growth, covered with linen, custom-house draft, two per cent tare.

All other articles, custom-house draft and tare.

Cheese, candles, chocolate, soap, and all small articles sold by weight, the actual tare.

Liquors are gauged by Gunter's scale, agreeably to the act of congress.—*Revised, May, 1844.*

Custom-House Drafts and Duties.

Drafts.—The following allowances are made by law for drafts on articles subject to duty by weight:—

	lbs.
Of any quantity of 1 cwt.....	1
" above 1 cwt. and not exceeding 2 cwt.	2
" 2 cwt. " 3 cwt.	3
" 3 cwt. " 10 cwt.	4
" 10 cwt. " 18 cwt.	7
" 18 cwt.	9

[Act of 2nd March, 1799, Section 58.]

Note.—When the draft established by law exceeds one-half per cent, then the custom-house allows only one-half per cent.

When the draft established by law is less than one-half per cent, then the custom-house allows only the draft according to the table.

The principle observed is always to allow the lowest rate, whether it be ascertained by the per centage or by the table.

Tares allowed by Law.

	pr. ct.
On sugar in casks, except loaf	12
On sugar in boxes	15
On sugar in bags or mats	5
On cheese in hampers or baskets.....	10
On cheese in boxes	20
On candles in boxes	8
On chocolate in boxes	10
On cotton in bales	2
On cotton in ceroons.....	6
On Glauber salts in casks	8
On nails in casks.....	8
On sugar-candy in boxes	10
On soap in boxes.....	10
On shot in casks.....	3
On twine in casks.....	12
On twine in bales	3

On all other goods, paying a specific duty, according to the invoice thereof, or actual weight.

On any of the preceding articles, the importer may have the invoice tare allowed, if he makes his election at the time of making his entry, and obtains the consent of the collector and naval officer thereto.—[Act of 2nd of March, 1799, Section 58.]

Presentation of Drafts Drawn at Sight.

Resolved.—That it has always been the practice of the merchants of Charleston to pay, on presentation drafts drawn at sight.

Resolved.—That, in the opinion of this chamber, this practice establishes the legal right of the presenter of a sight draft to demand payment on presentation.—*Adopted, May 27, 1844.*

Regulations for the Public Assayer for the State of South Carolina.

I. The assayer shall accurately assay all gold and silver brought to him for that purpose, including coins, genuine and counterfeit.

II. He shall keep a book, and in it require persons bringing metals for examination to enter their names, their residence, and such other particulars as the assayer may deem advisable, and as may, from time to time, be required by the appointing powers.

III. He shall, if the parties desire it, make the gold or silver assayed into bars or ingots, on each of which shall be stamped—1st. Its regular number, beginning at No. 1.

2. The gross weight of the assayed bar or ingot. 3rd. The value per pennyweight of that bar or ingot, according to the mint standard. 4th. The amount in pennyweights of pure gold or silver in said bar or ingot. 5th. The date of the assay; and, 6th. The name of the owner.

IV. He shall keep a book, in which shall be entered, as specified above, the gross or specific weights of each bar or ingot, the amount of precious metals contained in it, the name of the person owning, and that of the person bringing it, the day it was entered in his book, and the number of the bar or ingot. A report of these particulars shall be lodged regularly in the bank of the state, where it shall be recorded for public inspection and reference.

V. In assaying the gold, the silver it contains is to be estimated and reckoned in fixing the value of the bar or ingot, under the second and third specifications of the third regulation above.

The charges shall not exceed the following rates:—

For Gold.—Ingots under 100 pennyweights, one dollar.

Ingots between 100 and 400 pennyweights, per pennyweight, one cent.

Ingots between 400 and 1000, ditto, one cent for the first 400, and one-quarter of a cent additional for each pennyweight over 400.

Ingots over 1000 pennyweights, the same charge as the last, with one-eighth of a cent additional for all over 1000 pennyweights.

For Silver.—Sums under 100 dollars, one dollar.

Sums between 100 dollars and 500 dollars, two dollars.

Sums between 500 dollars and 1000 dollars, three dollars.

Sums of 1000 dollars and upwards, four dollars.

If the gold should be in the form of grains, it is to be run into ingots or bars, at the expense of the assayer, provided it does not exceed 1000 pennyweights; and if it exceeds that weight, he has the privilege of charging three cents an ounce for the excess. The same is applicable to bars or ingots that it may be necessary to recast.

Charge for Examining Coins.—If it be simply to make such examination as to decide upon the genuine or counterfeit character of the coin, not to exceed fifty cents. If the coin should be counterfeit, and the exact composition be required, not to exceed two dollars.

FOREIGN Commerce of South Carolina, from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks on Foreign Merchandise.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791	.....	.....	2,693,208	.....	525,845	3,685	23,856 00
1792	.....	.....	2,428,250	.....	364,128	3,360	21,338 00
1793	.....	.....	3,141,667	.....	398,571	35,413	12,998 15
1794	.....	.....	3,867,908	.....	718,131	56,037	21,360 35
1795	.....	.....	5,998,492	.....	783,297	60,650	25,483 75
1796	.....	.....	7,620,049	.....	413,322	346,448	29,994 17
1797	.....	.....	6,505,118	.....	1,282,229	564,203	31,360 57
1798	.....	.....	6,094,179	.....	634,495	300,420	33,753 22
1799	.....	.....	8,729,013	.....	2,000,306	1,091,963	38,567 42
1800	.....	.....	10,063,510	.....	2,203,812	1,006,784	43,731 70
1801	.....	.....	14,304,045	.....	2,237,100	1,221,253	51,192 21
1802	.....	.....	10,639,305	.....	1,208,350	863,399	31,353 75
1803	6,803,343	947,765	7,811,108	.....	867,126	217,329	30,903 34
1804	5,142,100	2,309,510	7,451,610	.....	1,001,806	325,841	41,808 76
1805	5,937,040	3,108,970	9,066,025	.....	1,303,842	448,813	35,107 60
1806	6,707,064	2,946,718	9,743,782	.....	1,334,518	440,380	40,158 01
1807	7,129,365	3,783,190	10,912,554	.....	1,352,778	594,346	45,242 85
1808	1,401,043	260,402	1,661,445	.....	452,279	171,592	41,628 11
1809	2,861,309	385,072	3,247,341	.....	537,043	137,600	42,675 74
1810	4,881,840	408,774	5,290,614	.....	607,255	138,855	43,354 77
1811	4,650,984	210,295	4,861,279	.....	386,355	32,444	19,390 23
1812	2,024,834	11,361	2,036,195	.....	457,288	14,081	14,059 72
1813	2,915 035	53,440	2,968,484	.....	272,705	20,530	17,476 22
1814	736,471	1,428	737,899	.....	149,353	1,450	21,696 76
1815	6,574,783	100,346	6,675,129	.....	1,400,887	16,058	24,501 30
1816	10,440,213	403,196	10,843,409	.....	1,474,474	106,489	23,890 84
1817	9,944,343	424,270	10,372,613	.....	1,115,678	88,876	24,390 83
1818	11,184,298	256,604	11,440,902	.....	1,308,104	29,050	14,584 04
1819	8,014,598	236,192	8,250,790	.....	813,829	31,601	15,591 29
1820	8,690,539	192,401	8,882,940	.....	613,608	25,003	15,177 25
1821	6,867,515	332,996	7,200,511	3,007,113	595,318	48,286	16,240 32
1822	7,136,366	123,954	7,260,320	2,283,586	794,004	25,513	12,842 65
1823	6,671,998	226,816	6,898,814	2,419,101	765,890	42,008	12,275 68
1824	7,833,713	200,369	8,034,082	2,166,185	732,077	50,524	12,176 51
1825	10,870,475	180,267	11,056,742	1,892,297	601,328	53,292	10,712 07
1826	7,468,966	85,070	7,554,036	1,534,483	573,707	55,066	12,066 50
1827	8,189,490	133,065	8,322,561	1,434,100	592,026	24,160	12,604 82
1828	6,508,570	42,142	6,550,712	1,212,048	450,967	17,978	12,871 44
1829	8,134,076	40,910	8,175,586	1,130,618	490,750	19,348	7,812 03
1830	7,580,821	46,210	7,627,031	1,054,619	497,397	21,566	7,013 48
1831	6,528,605	40 596	6,575,201	1,238,163	505,050	16,299	5,802 88
1832	7,685,443	60,898	7,742,331	1,213,725	523,031	34,344	5,837 21
1833	8,337,512	96,813	8,434,325	1,517,765	401,634	12,888	6,038 19
1834	11,119,565	88 213	11,207,778	1,787,267	459,935	7,535	6,700 37
1835	11,224,298	113,718	11,338,016	1,801,805	453,391	3,652	9,314 12*
1836	13,482,757	201,610	13,684,376	2,801,361	692,383	12,831	9,260 32*
1837	11,138,992	81,169	11,220,161	2,510,800	.....	.....	8,413 53*
1838	11,017,391	24,679	11,042,070	2,318,701	.....	.....	11,848 24
1839	10,318,822	68,604	10,387,426	1,086 077	.....	.....	.....
1840	9,881,016	55,753	9,936,769	2,058,870	.....	.....	.....
1841	8,011,392	11,892	8,043,284	1,557,431	.....	.....	.....
1842	7,598,399	17,324	7,525,723	1,350,165	.....	.....	.....
1843	7,754,152	6,657	7,760,809	1,294,700	.....	.....	.....
1844	.....	.....	.....	.....	.....	.....	.....

For nine months ending the 30th of June.

VI. GEORGIA.

GEORGIA is bounded north by Tennessee and North Carolina; north-east by South Carolina; east by the Atlantic; south by Florida; and west by Alabama. It is between 30 deg. 30 min. and 35 deg. north latitude, and between 80 deg. 50 min. and 86 deg. 6 min. west longitude, and between 3 deg. 52 min. and 8 deg. 47 min. west from Washington. It is 300 miles long from north to south, and 240 miles broad from east to west. The area of this state comprises about 58,000 square miles, or 37,420,000 British statute acres. The population, in 1790, was 82,584; in 1800, 162,686; in 1810, 252,433; in 1820, 348,989; in 1830, 516,567; in 1840, 691,392, of which 280,944 were slaves. There were, in 1840, employed in agriculture, 209,283; in commerce, 2428; in manufactures and trades, 7984; mining, 574; navigating the ocean, 262; navigating, canals, rivers, &c., 352; learned professions, 1250.

This state is divided into ninety-three counties, which, with their population, in 1840, and their capitals, were as follows:—Appling, 2052, C. Holmesville; Baker, 4226, C. Newton; Baldwin, 7250, C. Milledgeville; Bibb, 9802, C. Macon; Bryan, 3182, C. Bryan; Bullock, 3102, C. Statesborough; Burke, 13,176, C. Waynesborough; Butts, 5308, C. Jackson; Camden, 6075, C. Jeffersonton; Campbell, 5370, C. Camptellton; Carroll, 5252, C. Carrollton; Cass, 9390, C. Casville; Chatham, 18,801, C. Savannah; Chattooga, 3438, C. Summerville; Cherokee, 5895, C. Canton; Clarke, 10,522, C. Athens; Cobb, 7539, C. Marietta; Columbia, 11,356, C. Applington; Coweta, 10,364, C. Newnan; Dade, 1864, C. Trenton; Decatur, 5872, C. Bainbridge; De Kalb, 10,467, C. Decatur; Dooly, 4427, C. Vienna; Early, 5444, C. Blakeley; Effingham, 3075, C. Springfield; Elbert, 11,125, C. Elberton; Emanuel, 3129, C. Swainsborough; Fayette, 6191, C. Fayetteville; Floyd, 4441, C. Rome; Forsyth, 5619, C. Cumming; Franklin, 9886, C. Carnesville; Gilmer, 2536, C. Ellejay; Glynn, 5302, C. Brunswick; Greene, 11,690, C. Greensborough; Gwinnett, 10,804, C. Lawrenceville; Habersham, 7961, C. Clarks-ville; Hall, 7875, C. Gainesville; Hancock, 9659, C. Sparta; Harris, 13,933, C. Hamilton; Heard, 5329, C. Franklin; Henry, 11,756, M'Donough; Houston, 9711, C. Perry; Irwin, 2038, C. Irwinville; Jackson, 8522, C. Jefferson; Jasper, 11,111, C. Monticello; Jefferson, 7254, C. Louisville; Jones, 10,065, C. Clinton; Laurens, 5585, C. Dublin; Lee, 4520, C. Starkeville; Liberty, 7241, C. Hinesville; Lincoln, 5895, C. Lincolnton; Lowndes, 5574, C. Troupsville; Lumpkin, 5671, C. Dahlonega; Macon, 5045, C. Lanier; Madison, 4510, C. Danielsville; Marion, 4812, C. Tazewell; M'Intosh, 5360, C. Darien; Meri-wether, 14,132, C. Greenville; Monroe, 16,275, C. Forsyth; Montgomery, 1616, C. Mount Vernon; Morgan, 9121, C. Madison; Murray, 4695, C. Spring Place; Muscogee, 11,699, C. Columbus; Newton, 11,628, C. Covington; Oglethorpe, 10,868, C. Lexington; Paulding, 2556, C. Van Wart; Pike, 9176, C. Zebulon; Pulaski, 5389, C. Hawkinsville; Putnam, 10,260, C. Eatonton; Rabun, 1912, C. Clayton; Randolph, 8276, C. Cuthbert; Richmond, 11,932, C. Augusta; Scriven, 4794, C. Jacksonboro; Stewart, 12,933, C. Lumpkin; Sumpter, 5759, C. Americus; Talbot, 15,627, C. Talbotton; Talliaferro, 5190, C. Crawfordsville; Tatnall, 2724, C. Reidsville; Telfair, 2763, C. Jacksonville; Thomas, 6766, C. Thomasville; Troup, 15,733, C. Lagrange; Twiggs, 8422, C. Marion; Union, 3152, C. Blairsville; Upson, 9408, C. Thomaston; Walker, 6572, C. Lafayette; Walton, 10,209, C. Monroe; Ware, 2323, C. Waresborough; Warren, 9789, C. War-renton; Washington, 10,565, C. Sandersville; Wayne, 1258, C. Wayne; Wilkes, 10,148, C. Washington; Wilkinson, 6842, C. Irwinton.

Soil and Agriculture.—For an average of about seven miles distance from the main land the sea islands, intersected by inlets, communicating with each other, form a well sheltered inland navigation for vessels of 100 tons burden, along the whole coast. These islands consist of salt marsh, and land of a gray rich soil, which produces the well-known sea-island cotton. The natural growth of this soil is pine, hickory, and live oak. The principal islands are Tybec, Ossabaw, St. Catharines, Sapelo, St. Simons, and Cumberland. The soil on the main land, for four or five miles from the coast, consists of salt marsh. Beyond which there is a narrow margin of land, nearly resembling that of the islands; and further back the pine-barrens commence, interspersed with numerous inland swamps, on the verge of the creeks and rivers. These are partially or wholly overflowed at the return of the tide, and constitute the rice plantations. The pine-barrens extend from sixty to ninety miles from the coast. "Beyond this commences the region of sand hills, thirty or forty miles wide, interspersed with fertile tracts, and extending to the lower falls of the rivers. The part of the state, above the falls of the rivers, is called the Upper country, and has generally a strong and fertile soil, often inclining to a red colour, and further back, mixed with a deep black mould, producing cotton, tobacco, Indian corn, wheat, and other kinds of grain. Black walnut and mulberry trees grow abundantly in this soil. The forests also produce oak, pine, hickory, and cedar. The fruits are, melons, figs, oranges, pomegranates, olives, lemons, limes, citrons, pears, and peaches. The pine-barrens produce grapes of a large size and excellent flavour. The country on the north, near the boundary of Tennessee, becomes mountainous."—*U. S. Gaz.*

Live Stock and Agricultural Products.—In this state there were, in 1840, 157,540 horses and mules; 884,414 neat cattle; 267,107 sheep; 1,457,755 swine; poultry to the

value of 449,623 dollars. There were produced 1,801,830 bushels of wheat; 12,979 bushels of barley; 1,610,030 bushels of oats; 60,693 bushels of rye; 20,905,122 bushels of Indian corn; 371,303 lbs. of wool; 19,799 lbs. of wax; 1,211,366 lbs. of potatoes; 16,969 tons of hay; ten tons of flax and hemp; 162,894 lbs. of tobacco; 12,384,732 lbs. of rice; 163,392,596 lbs. of cotton; 2992 lbs. of silk cocoons; 329,744 lbs. of sugar. The products of the dairy were valued at 605,172 dollars; and of the orchard, 156,122 dollars; of lumber, 114,050 dollars. There were made, 8647 gallons of wine. The staple commodities are cotton and rice, of which great quantities are exported.—*Official Returns.*

Minerals.—Copper and iron have been found in this state, and there are several valuable mineral springs, but much the most valuable mineral production is gold, which is found in the north part of the state, in considerable quantities.—*U. S. Gaz.*

Trades.—In 1840, there were four commercial and eighty-two commission houses engaged in foreign trade, with a capital of 1,543,500 dollars; 1716 retail dry-goods and other stores, with a capital of 7,361,838 dollars; 442 persons were employed in the lumber trade, with a capital of 75,730 dollars; 191 persons were employed in internal transportation, who, with seventeen butchers, packers, &c., employed a capital of 12,885 dollars.

Manufactures.—In 1840, the value of home-made or family goods was 1,467,630 dollars. There was one woollen manufactory employing ten persons, producing articles to the value of 3000 dollars, with a capital of 2000 dollars; nineteen cotton factories, with 42,589 spindles, employing 779 persons, producing articles to the value of 304,342 dollars, employing a capital of 573,835 dollars; fourteen furnaces, producing 494 tons of cast iron, employing forty-one persons, and a capital of 24,000 dollars; 130 smelting houses employed 405 persons, and produced gold to the value of 121,881 dollars, with a capital of 79,343 dollars; fifty-five persons manufactured hats and caps to the value of 22,761 dollars, with a capital of 7950 dollars; 132 tanneries employed 437 persons, and a capital of 127,739 dollars; 102 other leather manufactories, as saddleries, &c., produced articles to the value of 123,701 dollars, with a capital of 60,932 dollars; six potteries, employing twelve persons, produced articles to the value of 2050 dollars, with a capital of 790 dollars; 184 persons produced machinery to the value of 131,238 dollars; nineteen persons produced hardware and cutlery to the value of 7866 dollars; 555 persons produced bricks and lime to the value of 148,655 dollars; 2633 persons made 764,528 lbs. of soap, and 111,066 lbs. of tallow candles, with a capital of 27,126 dollars; 393 distilleries produced 126,746 gallons, which, with twenty-two breweries, employed 218 persons, and a capital of 28,606 dollars; 461 persons manufactured carriages and waggons to the value of 249,065 dollars, with a capital of 93,820 dollars; 114 flouring mills produced 55,158 barrels of flour, and, with other mills, employed 1581 persons, producing articles to the value of 1,268,715 dollars, with a capital of 1,491,973 dollars; ninety-five persons manufactured furniture to the value of 49,780 dollars, with a capital of 29,090 dollars; thirty-eight brick or stone houses, and 2591 wooden houses, were built by 2274 persons, at a cost of 693,116 dollars; twenty-four printing offices, and five binderies, five daily, five semi weekly, and twenty-four weekly newspapers, and six periodicals, employed 157 persons, and a capital of 134,400 dollars. The whole value of capital employed in manufactures was 2,899,565 dollars.—*Official Returns.*

Climate.—The climate of Georgia is generally mild. In the low country it is unhealthy during the months of July, August, and September, excepting portions of the islands; but the Upper country is salubrious and healthy. Snow is seldom seen, and cattle subsist with very little food but what they obtain from the woods and savannas.—*U. S. Gaz.*

Rivers.—The rivers are—the Savannah, 600 miles long, bounding the state on the north-east, navigable for ships seventeen miles to Savannah, and, a part of the year, for steamboats, 250 miles to Augusta; the Altamaha, which is navigable for large vessels, twelve miles, to Darien, is formed by the junction of the Oconee and the Ocmulgee; and is navigable for sloops of thirty tons, by the former, to Dublin, 300 miles from the ocean; the Ogeche, 200 miles long, and navigable for sloops for forty miles; Flint river, which rises in the north-west part of the state, and, after a course of more than 200 miles, joins the Chattahoochee, forming the Appalachiocola; the Chattahoochee, on the west border of the state, which is navigable 300 miles by steamboat to Columbus; the St. Mary's river, in the south-west part of the state, rises in Okefinokee swamp, and is navigable, seventy

miles, for vessels drawing fourteen feet of water. Okefinokee swamp is about 180 miles in circumference, and has within it several fertile islands.—*U. S. Gaz.*

Education.—The University of Georgia is located at Athens, and is designed to have an academic branch in each county. A few only of these have been opened. It was founded in 1788, and has been well endowed. In this institution and its branches, there were, in 1840, 622 students. There were in the state, 176 academies or grammar schools, with 7878 students; and 601 common or primary schools, with 15,561 scholars. There were 30,717 free white persons, over twenty years of age, who could neither read nor write.

Religion.—The Baptists, Methodists, and Presbyterians, are the most numerous religious denominations. In 1835, the Baptists had 583 churches, 298 ministers, and 41,810 communicants; the Methodists, eighty travelling preachers, and 25,005 white, and 8436 coloured communicants; the Presbyterians, seventy-five churches, forty-five ministers, and 4882 communicants; the Episcopalians, four ministers; the Protestant Methodists, twenty congregations, and fifteen ministers. Besides these there were a number of Christians, Roman Catholics, Lutherans, Scotch Presbyterians, Friends, and Jews.

Banks.—In 1840, this state had thirty-seven banks and branches, with an aggregate capital of 15,119,219 dollars, and a circulation of 3,017,348 dollars. At the close of 1840, the state debt amounted to 500,000 dollars.—(See Banks of the United States hereafter.)

Public Works.—This state has several important works of internal improvement. The Savannah and Ogeechee canal extends sixteen miles, from Savannah to Ogeechee river, completed, in 1829, at an expense of 165,000 dollars. The Brunswick canal extends from tide water on the Altamaha, twelve miles to Brunswick, at a cost of 500,000 dollars.—*U. S. Gaz.*

The Georgia railroad extends from Augusta, 165 miles, to De Kalb county. The Athens branch extends from the Georgia railroad thirty-three miles to Athens. Cost of the whole, including the Athens branch, 3,300,000 dollars. The Western and Atlantic railroad continues the Georgia railroad from De Kalb county, 140 miles, to Chattanooga, on Tennessee river, at a cost of 2,130,000 dollars. The Central railroad extends from Savannah, 197 miles, to Macon, estimated to cost 2,300,000 dollars. The Monroe railroad extends from Macon, 101 miles, to Whitehall. The Ocmulgee and Flint river railroad, seventy-six miles in length, is designed to connect the navigable waters of these rivers, so as to form a communication from the Atlantic to the Gulf of Mexico.—(See Public Works of United States hereafter.)

PRINCIPAL SEAPORTS AND TOWNS.

AUGUSTA is situated on the south-west side of Savannah river, ninety-six miles from Milledgeville, 120 miles north-west from Savannah. Population, in 1830, 4000; in 1840, 6403. It is regularly laid out, and built chiefly of brick. The streets cross each other at right angles, and are ornamented with trees. It has a city hall, court house, gaol, theatre, arsenal, hospital, and a female asylum; seven churches—one Baptist, one Episcopal, one Methodist, one Presbyterian, one Roman Catholic, one Unitarian, and one African. It is connected with Charleston and Milledgeville by railroad. The back country is fertile. Its trade is active, and it sends a great amount of cotton, tobacco, and other produce, down the river to Savannah. In 1840, it contained twelve commission houses in foreign trade, capital 245,000 dollars; 265 stores, capital 1,281,870 dollars; two furnaces, two printing offices, two daily, four weekly, two semi-weekly newspapers, and two periodicals. Capital in manufactures, 44,500 dollars.—*Official Returns, U. S. Gaz.*

COLUMBUS, situated on the banks of the Chattahoochee river, at the head of steamboat navigation, immediately below the falls on the river, which descends 111 feet in a distance of four miles above. It is situated 300 miles above the junction of the Chattahoochee with Flint river, and 430 miles above Appalachicola bay. The river, under the falls, is only 354 feet wide, below which it widens to 250 yards. The town is elevated sixty feet above the ordinary height of the river, and covers 1200 acres. Two streets running parallel with the river, are 165 feet wide; six others are 132 feet wide. These are intersected by twelve other streets, at right angles, which are ninety-nine feet wide. It contained, in

1840, a court house, gaol, market house, five churches—one Presbyterian, one Episcopal, one Baptist, one Methodist, and one Roman Catholic—100 stores, about 700 dwellings. There is a flouring mill, and various mills and manufactories on the river. From thirteen to fifteen steamboats navigate the river, and steamboats ply to New Orleans. A steamboat drawing five feet of water can ascend to this place at any season. A bridge from the town crosses the Chattahoochee river to the opposite bank in Alabama. Population, in 1842, about 4000. There were, in 1840, six foreign commission houses, capital 80,000 dollars; 106 retail stores, capital 473,000 dollars; three printing offices, three weekly newspapers, and one periodical. Capital in manufactures, 39,800 dollars. Population, 3114.—*Official Returns, U. S. Gaz.*

DARIEN, situated on the north side of the Altamaha river, twelve miles above the bar, at the entrance of St. Simon's sound. It contains a court house, a gaol, an academy, a Presbyterian church, a bank, and a printing office. It has an extensive trade in cotton. The bar has over it fourteen feet depth of water. The Oconee branch of the Altamaha has a steamboat navigation to Milledgeville; and the Ocmulgee branch is navigable to Macon; so that Darien forms the focus of the trade of the central parts of the state.

MACON, situated on the west side of Ocmulgee river, at the head of tide navigation. A great quantity of cotton wool is shipped at this town; and about twelve steam-vessels, and several tow-boats, &c., employed in the trade. In 1822, there was only one hut in this place. In 1840, there were nine foreign commission houses, capital 75,000 dollars; eighty-two retail stores, capital 785,000 dollars; nine timber yards, building yards, &c. Population, 3927.

MILLEDGEVILLE, situated on the south-west bank of the Oconee river, at the head of steamboat navigation; had, in 1840, a population of 2095 inhabitants, and some trade.

SAVANNAH, port of entry, is situated on the south-west bank of the Savannah river, seventeen miles from its mouth, in 32 deg. 8 min. north latitude and 81 deg. 10 min. west longitude from Greenwich, and 4 deg. 10 min. west from Washington. It is 118 miles south-west from Charleston; 123 miles south-east from Augusta; 158 miles east-south-east from Milledgeville; 662 miles south-by-west from Washington. The population, in 1810, was 5195; in 1820, 7523; in 1830, 7776; in 1840, 11,214—of which 4694 were slaves. There were employed in commerce, 604; in manufactures and trades, 707; navigating the ocean, canals, &c., 241; learned professions, 131.

The city is built on a sandy plain, elevated about forty feet above the level of the tide. It was formerly considered unhealthy, supposed to arise chiefly from the rice grounds in the neighbourhood. On this supposition the citizens subscribed 70,000 dollars to induce the owners of the plantations to substitute a dry for a wet cultivation, by which the health of the place is said to have been much improved. This city is regularly laid out in the form of a parallelogram, with streets, many of them wide, crossing each other at right angles. There are ten public squares, containing two acres each, at equal distances from each other. These squares, and many of the streets, are bordered with trees, and particularly with the "Pride of India." Many of the houses are built of brick. On the east and west are marshes; and a pine-barren extends two miles to the south.

It has a good harbour. Vessels drawing fourteen feet of water come up to the wharfs of the city, and larger vessels come up to Fathom hole, three miles below. The city is defended by Fort Wayne on the east side, and by Fort Jackson at Fathom hole, three miles below. Much of the trade of Georgia centres in Savannah—the principal articles of which are cotton and rice. Twenty steamboats of a large size, and fifty steam tow-boats, navigate the river. On Tybee island, at the mouth of the river, is a lighthouse. One line of packets, consisting of two ships and four brigs, one vessel sailing from each place weekly—and another, consisting of six brigs, ply between this place and New York. The Savannah furnishes great facilities for internal trade, and this river is connected to the Ocmulgee by a canal sixteen miles long, which terminates at Savannah.—*U. S. Gaz.*

There are an exchange and two banks. The tonnage of the port, in 1840, amounted to 17,930. There were, in the same year, two foreign commercial and fifty commission houses, with a capital of 943,500 dollars; 191 retail stores, capital 855 190 dollars; eight lumber yards, capital 49,000 dollars; paints, drugs, &c., capital 35,800 dollars; three brick and forty-five wooden houses built, cost 138,100 dollars; four printing offices, two binderies,

three daily, three weekly, three semi-weekly newspapers, capital 22,000 dollars. Total capital in manufactures, 105,460 dollars.—*Official Returns.*

FOREIGN Commerce of Georgia from 1791 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise imported.	Drawbacks paid on Foreign Merchandise exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1791 .....	.....	.....	491,270	.....	27,832	292	6,789 00
1792 .....	.....	.....	459,106	.....	45,678	79	9,090 00
1793 .....	.....	.....	520,055	.....	33,270	158	1,508 40
1794 .....	.....	.....	263,832	.....	95,470	1,013	2 690 43
1795 .....	.....	.....	605,986	.....	79,066	20,050	3,548 01
1796 .....	.....	.....	950,158	.....	93,253	25,203	3,556 84
1797 .....	.....	.....	641,307	.....	71,905	3,054	4,260 48
1798 .....	.....	.....	961,848	.....	109,786	1,872	4,473 42
1799 .....	.....	.....	1,390,755	.....	209,354	5,912	280 18
1800 .....	.....	.....	2,174,208	.....	170,170	11,824	7,937 52
1801 .....	.....	.....	1,755,039	.....	230,852	29,565	7,750 35
1802 .....	.....	.....	1,854,951	.....	221,037	.....	7,052 33
1803	2,345,387	25,488	2,370,875	.....	200,377	11,133	7,742 20
1804	2,003,227	74,345	2,077,572	.....	195,601	6 690	8,125 54
1805	2,351,169	43,677	2,394,846	.....	108,803	6,037	8 592 77
1806	82,704	.....	82,761	.....	187,038	.....	10,909 89
1807	3,710,776	34,009	3,744,845	.....	518,524	16,542	12,829 18
1808	24,620	.....	24,626	.....	51,974	7,320	11,305 46
1809	1,082,108	.....	1,082,108	.....	15,149	312	10,912 83
1810	2,234,912	3,774	2,238,686	.....	140,117	403	12,405 41
1811	2,657,225	11,641	2,668,866	.....	65,604	5,745	4,761 75
1812	1,006,703	.....	1,006,703	.....	264,536	1,249	6,519 06
1813	1,091,595	.....	1,094,505	.....	181,572	4,109	8,234 10
1814	2,147,440	35,672	2,183,112	.....	272,671	2,031	10,843 25
1815	4,146,057	26,262	4,172,319	.....	869,150	851	11,253 36
1816	7,436,692	75,237	7,511,929	.....	649,008	17,701	10 629 40
1817	8,530,831	259,831	8,790,662	.....	716,404	27,879	12,711 75
1818	10,077,051	155,045	11,132,096	.....	500,213	25,276	9,255 12
1819	6,241,960	68,474	6,310,434	.....	342,023	10,038	11,896 80
1820	6,525,013	69,610	6,594,623	.....	314,198	7,317	9 192 51
1821	5,979,995	31,315	6,011,310	1,002,684	215,559	3,790	8,220 11
1822	5,483,210	1,650	5,484,869	989,591	273,921	1,483	6,079 57
1823	4,279,885	13,781	4,293,666	670,705	231,067	10,253	4,643 23
1824	4,610,753	4,229	4,623,982	551,888	144,222	773	4,635 86
1825	4,220,939	1,894	4,222,833	343,356	105,784	4,509	4,529 38
1826	4,306,630	1,874	4,308,504	336,293	130,196	620	5,753 55
1827	4,200,864	691	4,201,555	312,609	137,009	738	5,461 55
1828	3,104,425	.....	3,104,425	308,669	132,451	102	7,570 77
1829	4,080,642	734	4,081,376	380,293	174,727	.....	7,494 07
1830	5,336,626	.....	5,336,626	282,436	164,150	1,297	4,359 09
1831	3,957,245	2,569	3,959,813	399,040	120,303	.....	4,899 27
1832	5,514,681	1,202	5,515,883	253,417	126,084	231	4,462 08
1833	6,270,040	.....	6,270,040	318,900	111,700	2,663	7,387 12
1834	7,567,337	.....	7,567,337	546,802	103,404	1,148	9,208 03
1835	8,890,674	.....	8,890,674	393,049	113,583	890	6,528 19
1836	10,721,700	500	10,722,200	673,222	158,530	135	8,752 15
1837	8,935,041	.....	8,935,041	774,319	.....	.....	7,875 13
1838	8,803,839	.....	8,803,839	776,008	.....	.....	10,611 51
1839	5,970,443	.....	5,970,411	413,907	.....	.....	.....
1840	6,802,959	.....	6,872,959	491,428	.....	.....	.....
1841	3,696,017	496	3,696,513	449,007	.....	.....	.....
1842	4,299,151	1,106	4,300,257	341,764	.....	.....	.....
1843	4,522,401	.....	4,522,401	207,432	.....	.....	.....
1844 .....	.....	.....	.....	.....	.....	.....	.....

FINANCES.

		dollars.
Total amount received by the state in 1843		314,965.29
Total amount expended		267,764.11
Principal items of Expenditure.		dollars.
Salaries of excise officers	12,900	
Miscellaneous expenses of executive	4,000	
Salaries of the judiciary	20,250	
Pay of the legislature	93,348	
Interest on state debt	95,000	
Chief sources of Income.		dollars.
Direct taxes	270,335.44	
Bank tax	24,705.33	
Balance from 1842	39,374.00	
Miscellaneous	81,378.00	
Whole amount of state debt		dollars.
Annual interest on this debt		95,000

VII. FLORIDA.

THE territory of Florida is bounded north by Alabama and Georgia; east by the Atlantic; south and west by the Gulf of Mexico. It lies between 25 deg. and 31 deg. north latitude, and between 80 deg. and 87 deg. and 44 min. west longitude, and between 3 deg. and 10 deg. 44 min. west from Washington. It is about 385 miles long, and from fifty miles to 250 miles wide, comprising an area of 57,000 square miles, or 37,000,000 British statute acres. The population, in 1830, was 34,723; in 1840, 54,477, of which 16,456 were white males, 11,487 were white females; free coloured persons, males 398; free coloured persons, females 419; slaves, males 13,083; slaves, females 12,679. Employed in agriculture, 12,117; in commerce, 481; in manufactures and trades, 1177; navigating the ocean, 435; navigating canal and rivers, 118; learned professions and engineers, 204.

Florida is divided into twenty counties, which, with their population, in 1840, and their capitals, are as follows: *West Florida*—Escambia, 3993, C. Pensacola; Walton, 1461, C. Euchee Anna. *Middle Florida*—Gadsden, 5992, C. Quincy; Hamilton, 1464, C. Jasper; Jefferson, 5713, C. Monticello; Leon, 10,713, C. Tallahassee; Madison, 2644, C. Madison. *East Florida*—Alachua, 2282, C. Newmansville; Columbia, 2102, C. Lancaster; Duval, 4156, C. Jacksonville; Hillsborough, 452, C. Fort Brooks; Leigh Reed, 73, C. New Smyrna; Nassau, 1892, C. H. Nassau; St. John's, 2694, C. St. Augustine. *South Florida*—Dade, 446, C. Key Biscayne; Monroe, 688, C. Key West. *Appalachicola District*—Calhoun, 1142, C. St. Joseph; Franklin, 1030, C. Appalachicola; Jackson, 4681, C. Marianna; Washington, 859, C. Roche's Bluff.

Soil.—The country is generally low and the surface undulating, except where swamps and numerous lakes occur. There are no mountains or high hills. A large portion is covered with pine trees, standing at a considerable distance from each other, without brush or underwood, but producing grass and flowers. The borders of the streams are usually skirted with hammocks, or clumps of hard wood covered with grape and other vines. A great part of Florida consists of pine-barrens, and a very poor soil; but there are many extensive tracts of table land, gentle elevations, and swamp, of the richest soil, well adapted to the cultivation of sugar, rice, cotton, Indian corn, tobacco, and fruits. The barrens afford extensive grazing land, usually intersected with streams of pure water. Many parts of the territory abound in yellow pine, hickory, and live oak timber. Majestic cedars, chesnuts, magnolias, with their large white flowers, and cypresses, with a straight stem of eighty or ninety feet are found. The fig, pomegranate, orange, and date, are among the fruits of Florida. Cotton forms the chief agricultural production. The peninsula, which constitutes the southern portion of the district, presents a singular alternation of savannas, hammocks, lagoons, and grass-ponds, called altogether the "*everglades*," which extend into the heart of the country for 200 miles north of Cape Sable, and are drained northwardly by the St. John's river. The sea coast of Florida, especially towards the south, is low and dangerous; shoals extend far into the sea. Several low islands lie off the coast. The "Florida Keys" have always been the dread of mariners, and many vessels are annually wrecked among these islands and along the coasts. There are few, or rather no good harbours on the Atlantic coast.

Harbours.—There are many bays on the western side of the peninsula, which form good harbours; the principal of which are Perdido, Pensacola, Choctawhatchee, St. Joseph's, Appalachicola, Appalachee, Tampa, Carlos, and Gallivans. On the eastern side, rivers, inlets, and sounds, afford harbours for coasting vessels. The principal capes are Canaveral, Florida, Sable, at the southern extremity, Roman's, and St. Blas. There are many islands scattered along the coast, particularly a cluster off the southern extremity, denominated the Florida Keys, extending, in a curved form, 200 miles. Key West, on one of these, named Thompson's island, is a naval station, has a good harbour, which is well sheltered, and admits the largest vessels.

Live Stock and Agricultural Produce.—There were in this territory, in 1840, 12,043

horses and mules ; 118,081 neat cattle ; 7198 sheep ; 92,680 swine ; poultry, valued at 61,007 dollars. There were produced 412 bushels of wheat ; 13,829 bushels of oats ; 898,974 bushels of Indian corn ; 264,617 bushels of potatoes ; 7285 lbs. of wool ; 1197 tons of hay ; 124 lbs. of silk cocoons ; 75,274 lbs. of tobacco ; 481,420 lbs. of rice ; 12,146,533 lbs. of cotton ; 275,317 lbs. of sugar. Value of the products of the dairy amounted to 23,094 dollars ; and of the orchard, amounted to 1035 dollars.—*Official Returns.*

Trades and Manufactures.—There were twenty-three commercial and twenty-one commission houses in the foreign trade, employing a capital of 542,000 dollars ; 239 retail dry goods and other stores, with a capital of 1,240,380 dollars ; ninety-two engaged in the lumber trade, with a capital of 64,050 dollars ; sixty-seven persons were employed in the fisheries, with a capital of 10,000 dollars. Home-made or family articles manufactured to the value of 20,205 dollars ; hats and caps manufactured to the amount of 1500 dollars ; three tanneries employed fifteen persons, and a capital of 14,500 dollars ; ten other manufactories of leather, as saddleries, &c., manufactured articles to the value of 6200 dollars, employing a capital of 4250 dollars ; 136 produced bricks and lime to the value of 37,600 dollars ; fifteen persons manufactured carriages and waggons to the value of 11,000 dollars, with a capital of 5900 dollars ; sixty-two grist mills, sixty-five saw mills, and two oil mills, employed 410 persons, and produced to the value of 189,650 dollars, with a capital of 488,950 dollars. Ships were built to the value of 14,100 dollars. The whole amount of capital employed in manufactures, was 669,490 dollars.—*Official Returns.*

Rivers.—"The principal river on the eastern side is the St. John's, which rises within a short distance of the coast, and flows northwardly in a very circuitous course through several lakes. It is often from three to five miles wide, and at other times not one-fourth of a mile. It passes through a fine healthy country, and vessels drawing eight feet of water enter Lake George and Dun's lake, 150 miles from its mouth, which has a bar of twelve feet, where it is only one mile wide. The Appalachian river is formed by the union of Chattahoochee and Flint rivers, about 100 miles above the Gulf of Mexico, to which place vessels drawing eight feet of water can proceed. The other principal rivers are the Escambia, Suwanee, Withlacoochee, Oscilla, Ocklocony, and Choctawhatchee. Rivers sometimes start out of the ground in a stream sufficient to turn a mill which seem to come from subterranean reservoirs, and sometimes suddenly sink into the ground and disappear."—*U. S. Gaz.*

Education.—This territory has no college. There were, in 1840, eighteen academies and grammar schools, with 732 students, and fifty-one common and primary schools, with 925 scholars, and 1303 white persons, over twenty years of age, who could neither read nor write.

Religion.—The Episcopalians, Presbyterians, Methodists, and Roman Catholics, have each a few congregations and ministers.

Banks.—At the commencement of 1840, the district had five banks and branches, with an aggregate capital of 3,976,121 dollars, and a circulation of 418,778 dollars. At the close of 1840, the debt of the territory amounted to 3,900,000 dollars.

Public Works.—A railroad extends from Tallahassee, twenty-two miles, to St. Mark's. One also extends from Lake Wicomico, twelve miles, to St. Joseph, and another from St. Joseph, thirty miles, to Iola, on the Appalachian. Several other railroads and canals have been projected.

PRINCIPAL TOWNS AND SEAPORTS.

TALLAHASSEE city and capital of Florida, situated on an eminence, twenty miles north of St. Mark's, its port, 292 miles west of St. Augustine, 896 miles from Washington. A stream, flowing from several springs, runs along its east border, and falls fifteen or sixteen feet into a pool scooped out by its own current, and after running a short distance, sinks into a cleft of limestone rock. This city contains a state house, court house, gaol, a market house, a United States land office, an academy, a masonic hall, three churches—one Episcopal, one Methodist, and one Presbyterian ; a bank, three printing-offices, three weekly newspapers, a tannery, about thirty stores, 400 dwellings, and 1616 inhabitants. In the winter of 1842

it contained about 2500 inhabitants. It is regularly laid out, and has several public squares.

SAINT AUGUSTINE is a seaport. It is situated two miles from the Atlantic shore, on the south point of a peninsula, connected with the main land by a narrow isthmus, protected from the swell of the ocean by Anastasia island, not sufficiently high to obstruct the sea breezes or a view of the sea. The site of the city, though scarcely twelve feet higher than the level of the tide, is healthy and pleasant. It is a favourite resort of invalids from the north. Snow rarely falls, and frost is felt only one or two months in the year, and in some seasons it is not perceived at all. In the summer the sea breezes temper the heat, and the land breezes render the evenings cool and pleasant. This place is laid out in the form of a parallelogram, fronting east on Matanzas sound, forming an harbour sufficiently capacious to contain a large fleet. But a bar at the mouth of the harbour has not more than nine feet of water at low tide, within which it is eighteen or twenty feet. The principal streets cross each other at right angles, and are narrow, and some of the streets are very crooked. The houses are generally built of stone, two stories high. A large square opens from the Matanzas into the town; and on the west side of the square stand the public buildings. In 1840, there were four churches, twenty stores, about 500 houses, and 2500 inhabitants. The trade is chiefly a coasting trade.

SAINT MARY'S, and a few other places which are settled along the Atlantic shores south to Key West, have a coasting trade, and many of the inhabitants are engaged as *wreckers*, and are described as leading far from creditable lives.

TAMPA BAY, called by the Spaniards *Espiritu Santo*, is the largest bay in the Gulf of Mexico. It is forty miles long, and in one place thirty-five miles wide, with from fifteen to twenty feet of water on the bar. It is easy of access, and affords a safe anchorage for any number of vessels. There are numerous islands at the mouth of the bay, and it abounds with wild fowl and fish.—*U. S. Gaz.*

APTALACHICOLA is a port of entry, 135 miles west of Tallahassee, situated on a bluff at the mouth of a river of the same name. It has a considerable export cotton trade. Several large and small vessels belong to the port, and more than twenty steamboats. The port is tolerably good, though intricate to approach; it has over its bar fifteen feet of water at low tide.

PENSACOLA, a port of entry, and a naval arsenal; has about 2500 inhabitants, a wharf extending 600 feet into the bay, which has places of anchorage for large frigates and smaller vessels.

KEY WEST is situated on an island four miles long and one wide, one of the "Florida keys." It has a good harbour, admitting vessels drawing twenty-seven feet of water, but dangerous to approach. The inhabitants are chiefly employed as *wreckers*, and in making sea salt. The average number of vessels wrecked annually on the Florida keys are stated to be about fifteen. The following is a description of the Florida reef and of the wreckers:—

"There is no portion of the American coast more dangerous to the mariner, or where more property is annually wrecked, than on the Florida reef. Its contiguity to the gulf stream, and forming a sort of Scylla to that Charybdis, the Bahama islands, are the main causes which make it so dangerous to, and so much dreaded by, seamen. Lying in the way, as it does, of much important commerce, many ships of the largest class are compelled to encounter its dangers, and run the risk of an inhospitable reception upon its rocky shores and sunken coral reefs.

"There is, on an average, annually wrecked upon the Florida coast, *about fifty vessels*, a very great proportion of which are New Orleans, Mobile, or other packets. The great destruction of property consequent upon this state of things, and the hope of gain, have induced a settlement at Key West, where, to adjudicate upon the wrecked property, a court of admiralty has been established. A large number of vessels, from twenty to thirty, are annually engaged as wreckers, lying about this coast to "help the unfortunate," and to help themselves. These vessels are, in many instances, owned in whole or in part by the merchants of Key West; the same merchant frequently acts in the quadruple capacity of owner of the wrecker, agent for the wreckers, consignee of the captain, and *agent for the underwriters*. Whose business he transacts with most assiduity, his own, or that of others, may be readily inferred.

"A residence of a few years on the Florida reef enables me to speak with some know-

ledge of the manner in which business is usually conducted about those parts, and to a community suffering as much as this does, I think a statement of facts may prove useful. The commercial world need, then, no longer remain inactive in seeking a redress of grievances, in consequence of an ignorance of their existence.

"The whole coast, from near Cape Carnaeral to the Tortuga, is strewed with small wrecking vessels, either sloops or schooners, that anchor inside of the reef, *out of sight* from vessels at sea, because, if they were seen by the unfortunate vessel who is making unconsciously too near an approach to the shore, they would apprise her of her danger, so that she would stand off to sea, and thus the victim would not be sacrificed. That the wrecker hails with delight the wreck of a vessel, is not to be wondered at. His gains are enormous; it is his business, and his interests are so much at stake, that all the softer feelings of humanity soon die away in his bosom, and he hails the stranding of the unfortunate vessel with delight. It is not to be supposed, then, that he will, seeing a vessel coming ashore, sail for her, and make known to her the danger she is encountering, but rather that he will endeavour, by every means in his power, if not to allure her, at least not to caution her. To the praise of the wreckers be it said, that they never have refused to listen to the calls of humanity, even when doing so has often been to their loss. The cases are numerous where they have left their wrecking ground, and carried wrecked passengers upwards of 100 miles, furnishing the passengers with food and passage free of charge. The wreckers have been accused of raising false lights to deceive vessels at sea. As a general rule, I do not believe this charge is true, and the strongest reason I have for disbelieving it is, that it is not to their interest to do so. As soon as a vessel sees a light on Florida shore, she knows she is as near to land, if not nearer than she ought to be, and of course would immediately haul off from the danger. The practice of the wreckers is quite the reverse. No lights are allowed to be burning in their vessels except in the binnacle, and this light is most *cautiously guarded, lest vessels at sea should descry it, and thereby discover their proximity to land*. Every morning, at break of day, the whole of the reef is scoured by some one or the other of the vessels, in search of 'a prize,' that may have come on the rocks at night. If a vessel is discovered on shore, and two wreckers descry her at the same time, every stitch of canvass is set, in order to be the first to board her and relieve her; if it is calm, the small boats are manned, and they pull as if for life. This looks charitable, but the charity begins at home. The captain of the wrecker jumps on board the unfortunate vessel, and inquires for her captain; and now commences a series of impositions upon the underwriters. 'Captain,' says the wrecker, 'are you insured?' 'Yes; well—to the full amount.' 'I suppose you know,' says the wrecker, 'that if you go into Key West to get repaired, the expenses are enormous, and your owners will be obliged, according to the rules of the underwriters, to pay *one-third* of the repairs; whereas if the vessel should be so unfortunate as to be a total loss, the insurers pay all, and that makes a clean and short business of it.' 'Certainly,' says the wrecked captain, 'that is very true, but I am bound to do the best I can.' 'All right, sir, but what can you do? you are hard and fast—the tide is at its height' (probably it is then dead low water), 'and you had better let me take full charge, for if not got off this tide, she'll bilge the next. *I am a licensed wrecker*.' The licence is produced, signed by the *judge of the admiralty court*, at Key West. 'But,' continues the *unfortunate* captain, 'if my vessel earns no freight, I earn no wages.' 'Very true,' answers the complacent wrecker, 'and I pity your unfortunate case; it is truly deplorable that such injustice is done to such a worthy class of men, and, as I shall make something handsome by saving this property, if you give me and my consorts* the full business of wrecking the vessel, I could afford to pay you your wages, and make you a handsome present of three or four thousand dollars.' 'But will this all be right?' asks the wrecked captain. 'Certainly; you can, if you please, hand the three or four thousand dollars to the underwriters—that is left to yourself; if you say nothing about it, of course I shan't—I dare not—I should lose my salvage if I did.' Enough. The bargain is fixed, the captain has an order on the merchant for the cash, the stranded vessel is in the command of the wrecker, and there need not now be any fear that the owners will have to pay *one-third* for repairs—the vessel will soon be beyond repair. As to the underwriters, they have seen all they will of the bonus

* Consorting is for several vessels to go shares, and station themselves on different parts of the reef, and when one gets a wreck, he sends to the others to come and help.

paid the captain. An appearance of an effort to get the vessel off, must be kept up among the passengers and the crew, who have heard none of the foregoing conversation, which generally takes place in the captain's private state-room. The hatches are opened, and the articles taken out till she lightens. By this process she is driven still further on the reef; and when, by lightening her, she has got so far on that it is impossible to back her off, an attempt is made 'to pull her over.' To this effect, an anchor or two is carried off from her bows, and dropped on the reef; the windlass is then manned, and all hands put to work to drag her over, aided by her sails. It is soon found that is impossible, and she is now in the middle of the reef, beyond hope of getting forward or backward, and here she bilges.

"In unloading, one would suppose it was to the interest of all parties to save the property in as good a condition as possible—but it is not; the wreckers' interest is to have it a little wetted, inasmuch as a very large per centage as salvage is given on property saved wet, compared to that on the dry—fifty per cent, sometimes, on wet, and seven to ten on dry. And although the property is taken dry from the stranded vessel, some of it gets damaged on board the wrecker; a great quantity being put upon the decks of these small vessels, for each puts on board as much as he can, as they are paid by the quantity of goods saved and their value, and not by the number of loads. The passage from the wrecked vessel to Key West, is frequently boisterous, and always dangerous.

"The goods when they are landed at Key West, are consigned to some merchant—probably, as before stated, the owner of the wrecker. The captains of the wrecked and the wrecker are now, of course, 'hail fellows, well met.' The latter recommends his own merchant to the former, as his consignee, the merchant invites the captain to his house, makes no charge for his stay, and the captain, in the next paper, publishes a card of thanks for the merchant's 'disinterested hospitality.'

"All now is going on swimmingly. The marshal advertises the goods, (and here let me say, that the *present* marshal discharges his duty like a man and a Christian), the auction sale comes on, and 30,000 dollars' to 40,000 dollars' worth of goods are sold on an island containing about five or six merchants, nearly 100 miles from any inhabited land. Who is to blame? Not the marshal—the law points out his duty, and he pursues it. The advertisement generally consists of publication in a paper, the subscribers of which number about 300, nearly all wreckers, owned and supported by the merchants of the Key; and a few written advertisements stuck up around the island, added to this, completes the publication. The marshal can do no better; it is not that it is an unfair sale that is to be complained of, but the whole system is to be reprobated.

"The day of sale arrives. Who are the bidders? The aforesaid five merchants! How easily might these merchants agree not to run the one the other on his bid, and thus a whole cargo, worth 30,000 dollars, might be divided among them at the cost of about 2000 dollars each, or less. It is true; sometimes, advertisements are sent to the Havana; but sometimes, also, the sales take place before the merchants from there have a chance to get over to Key West, and sometimes this may be known when the advertisement is sent; but then the sending to Havana will have a good appearance when represented to underwriters and absent owners.

"The whole system from beginning to end is manifestly wrong, and ought to be changed. Underwriters are imposed upon by their own agents, the captains, and then they blame the wreckers and people of Key West. The latter, living as they do upon wrecks, and every one on the island being dependent upon them more or less as a means of subsistence, naturally work for their own interests in preference to that of others.

"He who censures a law or practice ought to be prepared to point out some mode of redress. I will conclude this article by doing so.

"In the first place, the underwriters should have a vessel or two on the reef, or a small steamboat would answer better. These crafts should be constantly going from one end of the reef to the other, and while one was scouring the lower portion, the other should be on the upper. They should all have lights at night at their mast-heads, which could be distinguished from the lighthouses, when not under way; their moving when sailing would be a sufficient notice that they were other lights than that of the beacon; in cases of fog, let them toll a bell or fire guns occasionally. The expense of a steamboat is raised as an objection to its employment. This is, indeed, penny wise and pound foolish. The ribs of many a noble ship would not now be lying in 'Rotten Row,' at Key West, could a steam-

boat have been procured to haul her off when she was but slightly on the rocks. *Nine times out of ten*, ships and cargoes that are made total losses might be saved by a steamboat taking off her deck load, and hauling her off by her steam-power. Again, in cases of wrecks, the steamboat, if strongly constructed, could lay alongside as well as a sloop or schooner, if not better, and she might take off her cargo and carry it on shore six times where a wrecker could once; and in case a vessel was ashore in a calm, then the steamboat could go when no sail vessel could. Small warehouses might be built on the islands, about five miles apart, where the goods could be safely stowed till all were out of the vessel, and then it need not be carried to Key West, as there is no necessity of adjudicating upon it; thus all this expense and sacrifice of property, which is very great, might be saved. A steamboat, or two, would save in this way to the underwriters annually from 200,000 to 300,000 or 400,000 dollars, and the cost would be a mere trifle compared with the expense of others, as the best of wood all along the coast is to be had for the cutting.

"Another remedy I would point out for the existing evils, is to make more ports of entry along the reef, and thus break up the Key West monopoly. One port might be made at Cayo Biscayno, and another at Indian Key. This would create competition, and one would watch the other with a jealous eye, and expose any improper conduct.

"Again, the judge of the court of admiralty should not be selected from among the lawyers of Key West, who have been for years acting for the wreckers, and received large fees from them. The connexion is too close between them, and the underwriters do not stand quite so good a chance.

"*Never let your captains leave cases to arbitration on Key West*; for ten to one the persons selected will be part secret owners of the wrecking vessels to whom they are going to award salvage; if not, then probably they have the supply of them, or they are otherwise too much interested to decide impartially.

"Establish an honest agent at Key West—send him there with a good salary, or else allow him a good per centage on the amount of all goods saved, after expenses are deducted; this will make it to his interest as well as his duty to oppose unnecessary expenses. Let there be established a board of underwriters, in case he has a salary to pay him, and let each insurance office pay the board in proportion to the losses they suffer.

"There is annually paid by the insurance offices about 6000 dollars for proctors' fees among the *several* lawyers. Concentrate this *in one*, and make him act as agent, then you will have an agent, and no additional expense.

"Have no property sold in Key West except perishable. Have it shipped to Havana, Mobile, New Orleans, Texas, Charleston, Savannah, or wherever it may bring the most by a fair competition.

"Let the judge of the admiralty court reverse his practice, and give high salvage where a vessel is got off without damage to her and her goods, and low in proportion to the bad state they are saved in. This will make it to the interest of the wreckers to save vessel and cargo in as sound a condition as possible.

"Let the underwriters abolish the system of making owners pay for one-third repairs—this loses many a noble vessel that would otherwise be saved. Pay captains their wages, wreck or no wreck, where they have done their duty. Do not leave them to choose between starvation of their family and the wrecker's 'bonus.' So also with the sailors, do not cut off their wages, and so lose their services when most wanted. This is most miserable policy."

FOREIGN Trade of Florida from 1821 to 1843.

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	" dollars.		dollars.	dollars.
1821.....	13,270	....	1833.....	85,386	64,803
1822.....	6,877	1,777	1834.....	135,798	228,825
1823.....	4,808	1,610	1835.....	98,173	61,710
1824.....	6,986	216	1836.....	121,745	71,602
1825.....	3,218	2,606	1837.....	303,514	90,064
1826.....	16,380	209	1838.....	168,690	122,532
1827.....	257,394	57,486	1839.....	279,283	334,806
1828.....	109,292	60,521	1840.....	190,728	1,858,850
1829.....	153,642	56,046	1841.....	33,875	....
1830.....	32,689	7,570	1842.....	176,980	33,364
1831.....	115,710	30,495	1843.....	158,631	760,335
1832.....	306,645	65,716			

VIII. ALABAMA.

• **ALABAMA** is bounded on the north by Tennessee; east by Georgia; south by Florida, and the Gulf of Mexico; and west by Mississippi. It is between 30 deg. 10 min. and 35 deg. north latitude, and between 85 deg. and 88 deg. 30 min. west longitude, and between 8 deg. and 11 deg. 30 min. west longitude from Washington. It is 317 miles long from north to south, and 174 miles broad from east to west. Its area comprises about 46,000 square miles, or 28,160,000 British statute acres. The population, in 1810, was less than 10,000; in 1816, 29,683; in 1818, 70,544; in 1820, 127,901; in 1827, 244,041; in 1830, 308,997; in 1840, 590,756, of whom 253,532 were slaves. Free white males, 176,692; free white females, 158,493; free coloured males, 1030; free coloured females, 1009. Employed in agriculture, 177,439; in commerce, 2212; in manufactures and trades, 7195; navigating the ocean, 256; navigating canals, rivers, &c., 758; mining, 96; learned professions, 1514. It is divided into forty-nine counties, which, with their population, in 1840, and their capitals, were as follows: *Northern District*—Benton, 14,260, C. Jacksonville; Blount, 5570, C. Blountsville; Cherokee, 8773, C. Jefferson; De Kalb, 5929, C. Lebanon; Fayette, 6942, C. Fayette; Franklin, 14,270, C. Russellville; Jackson, 15,715, C. Bellefonte; Lauderdale, 14,485, C. Florence; Lawrence, 13,313, C. Moulton; Limestone, 14,374, C. Athens; Madison, 25,706, C. Huntsville; Marion, 5847, C. Pikeville; Marshall, 7553, C. Warrenton; Morgan, 9841, C. Somerville; Randolph, 4973, C. M'Donald; St. Clair, 5638, C. Ashville; Talladega, 12,587, C. Talladega. *Southern District*—Autauga, 14,342, C. Kingston; Baldwin, 2951, C. Blakeley; Barbour, 12,024, C. Clayton; Bibb, 8284, C. Centreville; Butler, 8685, C. Greenville; Chambers, 17,333, C. Lafayette; Clarke, 8640, C. Macon; Conecuh, 8197, C. Sparta; Coosa, 6995, C. Rockford; Covington, 2425, C. Montezuma; Dale, 7397, C. Daleville; Dallas, 25,199, C. Cahawba; Greene, 24,024, C. Erie; Henry, 5787, C. Abbeville; Jefferson, 7131, C. Elyton; Lowndes, 19,539, C. Haynesville; Macon, 11,247, C. Tuskegee; Marengo, 17,264, C. Linden; Mobile, 18,741, C. Mobile; Monroe, 10,680, C. Monroeville; Montgomery, 24,574, C. Montgomery; Perry, 19,086, C. Marion; Pickens, 17,118, C. Carrolton; Pike, 10,108, C. Troy; Russell, 13,513, C. Crocketsville; Shelby, 6112, C. Columbiana; Sumter, 29,937, C. Livingston; Tallapoosa, 6444, C. Dadeville; Tuscaloosa, 16,583, C. Tuscaloosa; Walker, 4032, C. Jasper; Washington, 5300, C. Barryton; Wilcox, 15,278, C. Barboursville.

Soil.—The southern part of this state which borders on the Gulf of Mexico, for the space of fifty or sixty miles, is low and level, covered with pine, cypress, loblolly, and other trees. In the middle it is hilly, interspersed with prairies; in the north it is broken and somewhat mountainous. The soil in the southern part of the state is generally sandy and barren, but throughout a large part it is excellent. In the northern and middle sections, the natural growth is post, black and white oak, hickory, poplar, cedar, chesnut, pine, mulberry, &c. The Alleghany mountains terminate in the north-eastern section of Alabama, descending gradually from mountains to elevated hills which are succeeded by a low country. The climate in the southern part, and in the vicinity of the bottom land on the rivers, and near the muske shoals in the Tennessee river, is unhealthy; but in the more elevated portions it is salubrious. The winters are mild, the streams being rarely frozen, and the heat of summer is tempered by refreshing breezes from the Gulf of Mexico.

—*U. S. Gaz.*

Productions.—Cotton is the staple production of the state; but Indian corn, rice, wheat, oats, &c., are produced. Iron ore is found in various parts of the state, and coal abounds on the Black Warrior and Cahawba rivers.

Live Stock and Produce.—There were in this state, in 1840, 143,147 horses and mules; 668,018 neat cattle; 163,243 sheep; 1,423,873 swine; poultry to the value of 404,994 dollars. There were produced 828,052 bushels of wheat; 7692 bushels of barley; 1,406,353 bushels of oats; 51,008 bushels of rye; 30,947,004 bushels of Indian corn; 220,353 lbs. of wool; 25,226 lbs. of wax; 1,708,356 bushels of potatoes; 12,718 tons of hay; 273,302 lbs. of tobacco; 149,019 lbs. of rice; 117,138,823 lbs. of cotton; 1592 lbs. of silk cocoons; 10,143 lbs. of sugar. The products of the dairy were valued at 265,200 dollars; and of the orchard at 55,240 dollars; of lumber at 169,008 dollars. There were made 117 gallons of wine.—*Official Returns.*

Trades.—There were fifty-one commercial and 101 commission houses engaged in foreign trade, with a capital of 3,355,012 dollars: 899 retail dry-goods and other stores, with a capital of 5,642,885 dollars; seventy three persons employed in the lumber trade, and a capital of 1800 dollars; forty-nine persons engaged in internal transportation, who, with fifty-seven butchers, packers, and employed a capital of 93,370 dollars.—*Official Returns.*

Home-made, or family manufactures amounted in value to 1,656,119 dollars. There were fourteen cotton manufactories, with 1502 spindles, employing eighty-two persons, producing articles to the value of 17,547 dollars, and employing a capital of 35,575 dollars; one furnace producing thirty tons of cast iron, and five forges producing seventy-five tons of bar iron, the whole employing thirty persons, and a capital of 9500 dollars; thirty-one persons manufactured hats and caps to the value of 8210 dollars; 142 tanneries employed 300 persons, and a capital of 147,463 dollars; 137 manufactories of leather, as saddleries, &c., produced articles to the value of 180,152 dollars, and employed a capital of 58,332 dollars; fifteen persons produced confectionary to the value of 13,800 dollars, with a capital of 6120 dollars; forty-seven persons produced gold to the value of 61,230 dollars, with a capital of 1000 dollars; four persons produced drugs and paints to the value of 16,600 dollars, with a capital of 16,000 dollars; ninety-six persons produced machinery to the value of 131,825 dollars; forty-one persons produced hardware and cutlery to the value of 13,875 dollars; twenty persons manufactured four cannon, and 428 small-arms; seven persons manufactured the precious metals to the value of 1650 dollars; seventeen persons manufactured granite and marble to the value of 7311 dollars; 264 persons produced bricks and lime to the value of 91,326 dollars, with a capital of 95,370 dollars; 235 persons manufactured carriages and waggons to the value of 88,891 dollars, employing a capital of 49,074 dollars; 188 distilleries produced 127,230 gallons, and seven breweries produced 200 gallons, employing 220 persons, and a capital of 34,212 dollars; fifty-one flouring mills produced 23,664 barrels of flour, and with other mills, employed 1386 persons, manufacturing articles to the value of 1,225,425 dollars, and employing a capital of 1,413,107 dollars; fifty-three persons produced furniture to the value of 41,671 dollars, and employed a capital of 18,430 dollars; sixty-seven brick or stone houses, and 472 wooden houses employed 882 persons, and cost 739,871 dollars; twenty-two printing-offices, one bindery, three daily, one semi-weekly, and twenty-four weekly newspapers, employed 105 persons, and a capital of 98,100 dollars. The whole amount of capital employed in manufactures was 2,130,064 dollars.—*Official Returns.*

Rivers.—The Mobile is the principal river in the state. It is formed by the union of the Tombigbee and the Alabama, forty miles above the city of Mobile. The Alabama is a large river, and is navigable for vessels drawing six feet of water to Claiborne, sixty miles above its junction; 150 miles further to the mouth of the Cahawba, it has four or five feet of water; and to the junction of the Coosa and Tallapoosa, of which it is formed, it has, in its shallowest places, three feet of water. The Tombigbee is navigable for schooners 120 miles to St. Stephens, and for steamboats to Columbus, Mississippi. It is 450 miles long, and boatable for a greater part of its course. The Black Warrior forms a large branch of it, and is navigable to Tuscaloosa. The Chatahoochee river forms a part of the eastern boundary of the state; and the Tennessee runs through the northern part. Alabama has only sixty miles of sea coast. But this includes Mobile bay, which is thirty miles long, and from three to eighteen miles broad.—*U. S. Gaz.*

Mobile, on the west side of Mobile bay, is the most commercial place in the state, and has an extensive trade, particularly in cotton. The other principal places are St. Stephens, Tuscaloosa, Cahawba, Montgomery, Wetumpka, Florence, and Huntsville.

Education.—The University of Alabama, at Tuscaloosa, was founded in 1820, has been liberally endowed by the state, and is a flourishing institution. La Grange college, in the county of Franklin, was founded in 1830. In these institutions there were, in 1840, 152 students. There were in the state 114 academies and grammar schools, with 5018 students; and 639 common and primary schools, with 16,243 scholars. There were 22,592 free white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1835, the Baptists had 250 churches, 109 ministers, and 11,445 communicants; the Methodists had sixty ministers and 13,845 communicants; the Presbyterians had forty-five churches, twenty-nine ministers, and 2268 communicants. The Roman Catholics had one bishop and five ministers; and the Episcopalians had seven ministers.

Banks.—At the commencement of 1840, there was one bank in this state, with a capital of 3,389,739 dollars, and a circulation of 696,855 dollars.

Public Works.—The Muscle Shoals canal is designed to overcome the obstruction in the Tennessee river. It extends from the head of the falls, thirty-five miles and three-quarters, to Florence, and cost 571,835 dollars. But to extend the work to its completion will cost 1,361,057 dollars. The Huntsville canal extends from Triana on the Tennessee, sixteen miles, to Huntsville.

The Alabama and Florida railroad extends from Pensacola, 156 miles and a half to Montgomery, and cost 2,500,000 dollars. The Selma and Cahawba railroad is a branch of the Alabama and Florida railroad, extending from Selma ten miles to Cahawba.

The Montgomery and Westpoint railroad extends from Montgomery, the northern termination of the Pensacola and Montgomery railroad to Westpoint, at the head of the rapids of the Chattahoochee river, thirty miles above Columbus. It is eighty-seven miles long. The Tusculumbia, Cortland, and Decatur railroad extends from Tusculumbia, forty-four miles, to Decatur. The Wetumpka railroad extends ten miles, and is designed to connect, when completed, the Tennessee and Alabama rivers at Wetumpka.—*U. S. Gaz.*

FINANCES.—The total amount of outstanding bonds of the state of Alabama, on the 1st day of November, 1842, was 9,834,555 dollars, according to the report of the cashier of the State bank. The amount has not been increased.

The legislature, at its session in 1843, passed an act laying a tax of twenty cents per hundred dollars on real estate, and specific taxes upon other species of property, sales at auction, &c. It is supposed there will be realised from this tax about 250,000 dollars; which will be sufficient to defray the expenses of government, and leave a balance of about 100,000 dollars for other purposes. The following is a specimen of the items

Slaves under ten years of age, ten cents each; over ten years, unless superannuated, sick, or disabled, fifty cents; free negroes and mulattoes, one dollar each; white males between twenty-one and forty-five years, twenty-five cents; goods at auction, two per cent; monies at interest, one-fourth of one per cent; moneys employed in shaving, thirty cents per 100 dollars; exchange, fifty cents per 100 dollars; billiard-tables, fifty dollars each; bagatelle-tables, nine-pin alleys, &c., ten dollars each; commission merchants and factors, twenty cents per 100 dollars on amount of sales; tavern licences, ten dollars; licences to retail liquor, fifty dollars each; cotton stored in warehouses, one mill per bale.

COMMERCE of Alabama from 1818 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1818.....	81,764	12,093	96,857	....	23,395	....	2,538 87
1819.....	30,456	450	30,906	....	2,233	....	1,088 64
1820.....	96,636	....	96,636	....	16,570	....	619 00
1821.....	108,960	....	108,960	....	38,073	385	140 18
1822.....	200,748	....	200,748	36,421	34,416	169	829 62
1823.....	200,387	....	200,387	101,112	41,710	236	821 57
1824.....	457,725	3,002	460,727	113,411	57,075	232	1,494 18
1825.....	691,897	738	692,635	179,554	60,265	6,492	1,402 07
1826.....	1,518,701	8,411	1,527,112	201,900	101,112	55	3,526 37
1827.....	1,330,770	45,594	1,376,364	174,909	133,552	3,900	4,025 20
1828.....	1,174,737	7,822	1,182,559	144,823	90,732	2,560	1,545 79
1829.....	1,679,385	14,573	1,693,958	224,435	86,083	909	2,137 56
1830.....	2,291,825	3,120	2,294,954	107,787	57,106	414	2,330 63
1831.....	2,412,862	1,032	2,413,894	465,918	465,918	510	4,566 34
1832.....	2,733,554	2,838	2,736,392	395,361	57,103	1,053	4,140 61
1833.....	4,592,221	3,740	4,595,961	825,955	82,805	....	2,733 69
1834.....	5,064,047	6,750	5,070,797	651,618	138,840	913	1,741 16
1835.....	7,572,128	2,564	7,574,692	609,885	....	....	8,203 22
1836.....	11,183,788	378	11,184,166	....	....	....	....
1837.....	9,652,910	18,401	9,671,311	....	....	....	....
1838.....	9,688,040	195	9,688,235	....	....	....	....
1839.....	....	....	....	....	....	....	....
1840.....	....	....	....	....	....	....	....
1841.....	....	....	....	....	....	....	....
1842.....	9,965,675	....	9,965,675	303,571	....	....	....
1843.....	11,157,460	....	11,157,460	360,655	....	....	....
1844.....	....	....	....	....	....	....	....

PRINCIPAL TOWNS.

TUSCALOOSA, city, capital of the state, 160 miles south-south-west of Huntsville, 335 miles north of Mobile, by course of river 818 miles from Washington. Situated on the south-east side of Black Warrior or Tuscaloosa river at the lower falls, on an elevated plain, at the head of steamboat navigation on the river, 256 miles north of Mobile by land. It contains a handsome state house, a court house, gaol, a United States land office, four churches:—one Presbyterian, one Episcopal, one Baptist, and one Methodist, a masonic hall, Washington and La Fayette academy, an atheneum for young ladies, a lyceum for boys, the Alabama institute, a number of stores, and 1949 inhabitants. The streets are broad, crossing each other at right angles, and the state house stands in the centre of a public square. About one mile east stand the halls of the University of Alabama, which was founded in 1828, has a president and seven professors, or other instructors, sixty-three alumni, four of whom have been ministers of the gospel, sixty students, and 6000 volumes in its libraries.—*U. S. Gaz.*

MOBILE, city, port of entry, and 1013 miles from Washington, situated on the west side of a river of the same name, at its entrance into Mobile bay, thirty miles north of Mobile point, at the mouth of the bay, fifty-five miles west-by-north of Pensacola, ten miles west-by-south of Blakeley, ninety miles by land, and 120 miles by water south of St. Stephens, 160 miles east-north-east of New Orleans, in 30 deg. 40 min. north latitude, 88 deg. 21 min. west longitude. Population, in 1830, 3104; in 1840, 12,672, of whom 3869 were slaves. It contains a court house, gaol, market house, custom house, city hospital, a United States naval hospital, three banks, Barton academy, seven churches—one Presbyterian, one Episcopal, one Baptist, two Methodist, one Roman Catholic, and one African. It is situated on a beautiful and extended plain, elevated fifteen feet above the highest tides, open to refreshing breezes from the bay, and commanding a beautiful prospect. Vessels drawing more than eight feet water pass up Spanish river, six miles, around a marshy island into Mobile river, and then drop down to the city. It has forty-six wharfs, and next to New Orleans, it is the greatest cotton mart of the south; 320,000 bales have been exported in a year. The exports amount to from 12,000,000 to 16,000,000 of dollars annually. Tonnage of the port, in 1840, 17,243. It is defended by Fort Morgan, formerly Fort Bowyer, situated on a long, low sandy point, at the mouth of the bay, thirty miles below the city, opposite to Dauphin island. It was surrendered to the Americans by Spain in 1813, chartered as a town in 1814, incorporated as a city in 1819. It has suffered severely by fire; 170 buildings were burned in 1827, and 600 in 1839. But it has been rebuilt, with additional beauty and convenience. Excellent water is brought in iron pipes, a distance of two miles, and distributed over the city.—*U. S. Gaz.*

STATEMENT of the Cotton Crop of South Alabama, for the Years ending the 30th of September of each Year, from 1818 to 1844.

YEARS.	Bales.	YEARS.	Bales.	YEARS.	Bales.	YEARS.	Bales.	YEARS.	Bales.
1818....	7,000	1821....	41,924	1830....	102,694	1836....	237,590	1841....	
1819....	10,000	1825....	56,283	1831....	113,075	1837....	256,943	1842....	
1820....	16,000	1826....	74,379	1832....	125,605	1838....	283,745	1843....	
1821....	25,390	1827....	89,779	1833....	123,366	1839....	262,240	1844....	
1822....	45,123	1828....	71,155	1834....	149,513	1840....	446,042		
1823....	49,061	1829....	80,329	1835....	197,847				

Exports from Mobile.—For the foreign we are indebted to a friend in the custom house. The coastwise exports are confined to cotton, not having the means of ascertaining other articles, which are comparatively small. It will be seen that the value of the exports of this state, with a population of some 16,000, reaches the enormous sum of 16,749,498 dollars, being a little the rise of 3,500,000 dollars more than Charleston, numbering about 40,000 souls.

EXPORTS from Mobile, from the 30th of September, 1839, to September, 1840.

To Foreign Ports.		dollars.
Cotton, 353,406 bales, weighing 162,879,175 lbs.		1,792,717
Lumber, 2,680,466 feet		29,580
Shingles, 75 miles		281
Staves		2,808
Cedar logs		7,856
		<hr/> 12,833,242
Coastwise.		
Cotton, 85,136 bales, weighing 39,231,278 lbs.		3,916,256
		<hr/>
Total		16,749,498
—Mobile Commercial Register.		

EXPORTS of Cotton from the Port of Mobile, for Four Years, 1841, ending the 31st of August, the others the 30th of September.

EXPORTED.	1837-38	1838-39	1839-40	1840-41
	bales.	bales.	bales.	bales.
Liverpool.....	153,632	123,217	240,841	117,050
London.....				
Glasgow and Greenock.....	3,282	2,416	7,141	5,478
Cowes and a market.....				
Belfast.....				
Total to Great Britain.....	157,114	125,633	257,985	152,528
Havre.....	54,324	22,304	78,783	51,470
Bordeaux.....	426		222	
Marseilles.....	4,634		1,523	1,194
Nantes.....	1,032			1,123
Caen.....	687			543
Total to France.....	61,123	22,304	80,528	55,130
Amsterdam.....	800	770	807	
Rotterdam.....	317		1,200	921
Antwerp.....	2,409	985	5,035	1,873
Hamburg.....			2,652	1,553
Stockholm.....			1,230	106
St. Petersburg.....	390			
Havana.....	1,315		2,366	2,891
Genoa, Trieste, &c.....	500	280	2,005	830
Total to other foreign ports.....	5,478	2,035	16,195	9,174
New York.....	47,168	59,176	34,007	48,611
Boston.....	7,870	13,721	10,823	28,444
Providence.....	2,601	6,564	7,192	9,853
Philadelphia.....		735	2,758	2,096
Baltimore.....		685	759	2,056
New Orleans.....	22,920	16,708	1,072	5,096
Other ports.....	5,317	2,091	5,123	3,621
Total coastwise.....	85,876	99,700	85,394	100,986
Total.....	309,091	249,072	440,102	317,718

LAW OF MOBILE.

"In consequence of 'divers and grievous complaints' having been made of the captains and masters of vessels coming into the port of Mobile, and throwing stone, gravel, and other ballast, from on board their vessels, to the great detriment of said harbour; and as the laws heretofore enacted have been found inefficient to prevent such offences; therefore, the senate and house of representatives of the state of Alabama have passed an act, containing the following provisions, which was approved by the governor, April 28th, 1841.

"1. That from and after the passage of this act, if any captain or master of any ship

vessel, or other water-craft, which shall hereafter come into the bay or harbour of Mobile, shall throw from on board of such ship, vessel, or other water-craft, into the waters of said bay or harbour, any stone, gravel, or other ballast, he shall forfeit and pay for every such offence the sum of 2000 dollars, and be imprisoned for a period not exceeding three months, nor less than three days, at the discretion of the court wherein such offender shall be sued; one half of said forfeiture to be paid to the first person who shall, on oath, before either of the officers hereinafter named, give information of such offence, and the other half to the harbour-master and port-wardens of the port of Mobile.

"II. That the said forfeiture may be sued for and recovered, by the harbour-master and port-wardens of the said port of Mobile, in any court having cognizance of the amount sued for, by process of attachment; to be issued in the same manner, and subject to the same rules of construction, provided and established in other cases of attachment; the said attachment to be issued by either of the officers hereinafter named, and to be levied upon the ship, vessel, or other water-craft, the captain or master of which shall be the alleged offender; provided, however, that oath be first made by the informer, or other credible person, of the commission of the offence, before some judge or justice of the peace, or clerk of the county or circuit court of the county of Mobile; and provided, also, that the said ship, vessel, or other water-craft may be replevied on, the captain, master, or consignee thereof giving bond with good and sufficient sureties, to be approved by the officer issuing the attachment, in treble the amount of forfeiture or penalty sued for, conditioned for the forthcoming of the said ship, vessel, or other water-craft, to satisfy such judgment as shall be recovered in the suit.

"III.—That it shall be the duty of every pilot and deputy pilot of the bay and harbour of Mobile, to inform the harbour-master and port-wardens of Mobile, of every violation of this act coming to their knowledge, as soon as possible after knowing thereof, and every pilot or deputy pilot knowing such offence to have been committed, and failing to give such information, shall forthwith be deprived of his licence, and be for ever thereafter disqualified for the office of pilot or deputy pilot of the said port and harbour of Mobile.

"IV.—That all laws contravening or impairing the provisions of this act, be and are hereby repealed; provided, however, that all suits commenced, or liabilities heretofore incurred, shall in no manner be affected by this act."

COMMERCIAL REGULATIONS OF MOBILE.

TARIFF of Charges, agreed upon and adopted by the Mobile Chamber of Commerce.

<i>General Tariff of Commissions, applicable to Foreign, Western, and Country business.</i>		per ct.
On sales of cotton, hides, bees'-wax, and other articles, the products of the state.....	2½	
All other produce or merchandise.....	3	
Guarantee of ditto, if not exceeding six months.....	2½	
And for each month additional, over six months.....	6½	
Purchase and shipment of merchandise or produce.....	2½	
Sales and purchase of stock and bullion.....	1	
Collecting and remitting dividends.....	1	
If with guarantee of bills.....	2½	
Selling vessels or steamboats.....	5	
Purchasing ditto ditto.....	5	
Procuring freights.....	5	
For delivery of cargo and collecting freights.....	5	
On outlays and disbursements when in funds.....	2½	
Ditto ditto when not in funds.....	5	
Effecting marine insurance, when the premium does not exceed 10 per cent on the amount insured.....	6½	
If the premium exceeds 10 per cent, then on the amount of the premium.....	5	
Adjusting and collecting insurance on other claims, without litigation.....	2½	
Ditto ditto with litigation.....	5	
Purchasing and remitting drafts, or receiving and paying money, on which no other commission has been charged.....	1	
If the bills remitted are guaranteed.....	2½	
If bills or notes remitted for collection are protested and returned.....	1	
Landing and re-shipping, and custody of merchandise or produce from vessels in distress.....	2½	
Bullion or specie.....	6½	
On general average.....	5	
Consignment of merchandise withdrawn, to pay full commission on amount of advances and responsibilities, and one-half commission of the invoice value of goods withdrawn.....		
N.B. The above rates to be exclusive of brokerage, and other charges actually incurred.		
<i>The following Rates to be especially applicable to European and other Foreign Business—any thing in the preceding General Tariff to the contrary notwithstanding:—</i>		
	per ct.	
On remitting proceeds of sales in bills without guarantee of such bills.....	1	
Guarantee of such bills.....	2½	
Drawing, endorsing, or negotiating bills in payment for produce, if on Europe.....	2½	
Drawing, endorsing, or negotiating bills in payment for produce, if on Atlantic states.....	2½	
Receiving, entering, and re-shipping goods to a foreign port, on amount of invoice.....	1	
And on advances and responsibilities, in addition.....	2½	
<i>The following Rates, &c like manner, to be especially applicable to Western and Local Business:—</i>		
Accepting, drafts, or endorsing notes, without funds, produce, or bills of lading in hand.....	2½	
On cash advances, either with bills of lading or produce in hand, and when the same is ordered to be held under limits a certain period before selling.....	2½	
For shipping to another market produce or merchandise, upon which advances have been made.....	2½	
Effecting insurance, except when the commissions for buying or selling have been charged on the amount of insurance.....	6½	

If the premium exceeds 10 per cent, then on the amount of premium 5
 Negotiating drafts or notes, either as drawer or endorser 2½
 Collecting steamboat freights 5
 Entering and bonding goods for the interior, on amount of duties and charges 2½
 Besides the regular charge per package for forwarding.

AGENCY FOR STEAMBOATS.

	Per Trip.	dols. cts.
Under 120 tons	20	00
Above 120 to 200 ditto	30	00
Above 200 to 300 ditto	40	00
Above 300 to 400 ditto	50	00

Besides charges actually incurred, and the regular commissions for particular services, such as collecting freight, paying disbursements, &c.

Loss by fire (unless insurance has been ordered), robbers, thieves, and all unavoidable accidents (if usual care has been taken to secure the property), to be borne by the owners of the goods.

Rates for Receiving and Forwarding Goods, exclusive of Charges actually incurred.

For barrels of five cubic feet, and on goods that are carried by weight (200 lbs. shall be considered a barrel), per barrel 20

RAIES OF STORAGE PER MONTH.

	dols. cts.
Cotton, hay, and peltries, per bale	0 25
Hogsheads and pipes	0 75
Barrels of pork, beef, whiskey, sugar, and other wet barrels	0 20
Ditto of flour, potatoes, and other light articles	0 15
Castings, per ton	2 50
Iron, ditto	1 00
Sacks of salt, per sack	0 10
Sacks of coffee, ditto	0 12½
Spice, ditto	0 12½
Bagging, per piece	0 8
Coils rope	0 6
Kegs of nails	0 6
All dry goods for the whole time they may be on hand, on amount of sales	0 1
On dry goods received for forwarding, per cubic foot	0 5
Crates and casks of crockery-ware	0 5

FRLIGHTS.

When Vessels are chartered, or Goods shipped by the ton, and no special agreement respecting the proportion of tonnage which each article shall be computed at, the following regulations shall be the standard:—

That the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be on weight as follows:

Coffee, in casks, 1568 lbs.; ditto, in bags, 1850 lbs.
 Cocoa, in casks, 1120 lbs.; ditto, in bags, 1300 lbs.
 Pimento, in casks, 950 lbs.; ditto, in bags, 1100 lbs.
 Flour, 8 barrels, of 196 lbs. each.
 Beef, pork, tallow, pickled fish, and naval stores, 6 barrels.
 Pig and bar, iron, lead, and other metals or ore, heavy dyewoods, sugar, rice, honey, and other heavy articles, 2240 lbs., gross.
 Ship-bread, in casks, 672 lbs.; ditto, in bags, 684 lbs.; ditto, in bulk, 896 lbs.
 Wines, brandy, spirits, and liquors generally, reckoning the full capacity of the cask, wine measure, 200 gals.
 Grains, peas, and beans, in casks, 22 bushels; ditto, in bulk, 36 bushels.
 Salt, European, in bulk, 36 bushels; ditto, in West India, 31 bushels.
 Stone coal, 28 bushels.
 Timber, plank, furs, poultry, in bales or boxes, cotton, wool, or other measurement goods, 40 cubic feet.
 Dry hides, 1120 lbs.
 When molasses is shipped by the hogshead, without any special agreement, it shall be taken at 110 gallons, estimated on the full capacity of the cask.

WHARF RATES.

On Vessels.

	dols. cts.
Under 20 tons, per day	0 25
From 20 to 50 tons, per day	0 37½
From 50 to 100 tons, per day	0 50
From 100 to 150 tons, per day	0 62½
From 150 tons and upwards	0 75
Oyster boats—1st class	1 00
Ditto 2nd class	0 75
Ditto 3rd class	0 50

Vessels in the second or third tier, half the above rates.

Vessels having their fasts to the wharf, or within the distance of fifty feet, are subject to wharfage.

On Goods and Produce.

	dols. cts.
Ballast, per ton	0 25
Barrels and quarter casks, each	0 04
Bags salt, 4 bushels each	0 04
Ditto 2 ditto, ditto	0 02
Bags, coffee, pimento, pepper, &c.	0 04
Reeves	0 12½
Boxes sugar, each	0 08
Boxes, bales, and other packages, per five feet ..	0 04
Boxes soap, each	0 02
Boxes candles, each	0 02
Boxes chocolate	0 01½
Boxes herring, window glass, and oil, each ..	0 01½
Boxes cordial, wine, cider, &c., of one dozen bottles, each	0 02
Bolts of bagging, duck, &c.	0 03
Bottles, per gross	0 10
Brick, per 1000	0 62½
Cables and cordage, per ton	0 50
Carriages and waggons, each	1 00
Cedar logs, each	0 03
Carts, gigs, and drays, each	0 50
Chairs, each	0 01
Coils bale rope, each	0 03
Corn, per sack	0 03
Cotton, per bale	0 10
Crates and tierces of crockery, per five feet ..	0 04
Coal, per ton	0 30
Cotton gins	0 25
Coaches	0 01
Demijohns, each	0 06
Deer skins, per bundle	0 10
Fodder, per bale	0 04
Furniture, per five feet	0 01
Grindstones, each	0 16
Hogsheads and pipes, each	0 02
Half barrels, each	0 10
Half pipes and tierces, each	0 10
Hay, per bale	0 01
Hides, each	0 37½
Hoop-poles, per 1000	0 06½
Hogs, per head	0 30
Iron and castings, per ton	0 03
Kegs of shot and lead	0 02
Ditto nails	0 02
Ditto butter and lard	0 03
Ditto tobacco	0 01
Ditto paint, blacuit, &c.	0 62½
Lumber, per 1000 feet	1 00
Millstones, large, per pair	0 12½
Oranges, per 1000	0 12½
Onions, per 100 bunches	0 04
Ploughs	0 10
Pumpkins, per 100	0 40
Slate, per 1000	0 01
Salt, per bushel	0 00½
Sheep, per head	0 12½
Shingles and lathes, per 1000	0 62½
Staves, ditto ditto	10 00
Shells, each flat load	0 00½
Segars, per 1000	0 03
Twine, per bale	0 04
Wheelbarrows	0 30
Wood, per cord	2 00
Flats, broken up in the slips, will be charged, each ..	(All goods not enumerated, will be charged in proportion to the above rates.)

The above rates will be charged for landing, and also for shipping. Goods or country produce discharged from a vessel, barge, or flat, lying at a wharf, or in the second or third tier, into another vessel, barge, or flat, will be charged to the owner of such produce or goods, one wharfage. Also, goods or cotton landed on one wharf, and taken from the

same wharf, into another vessel, barge, or flat, will be charged two wharfages; one to the owner or consignee, and one to the shipper.

No cotton allowed to be picked on the wharfs, on any consideration.

All rubbish, bricks, sweepings from vessels, &c., will be removed at the expense of whatever vessel, barge, or flat, may have deposited the same on the wharfs.

Cotton, firewood, lumber, bricks, staves, &c., will be entitled to remain on the wharf twenty-four hours after landing; after which time, if not removed, an additional wharfage will be made for each and every day remaining.

All vessels loading with cotton will be required to take their cargo on board as fast as it is sent to them, or tier it in such manner as not to lumber the wharfs.

All goods other than cotton must be removed on the same day on which they are landed, or they will be liable for an additional wharfage for every day they remain.

Flats will be allowed to remain at the wharfs two days after discharging, unless their place is particularly wanted. No flats will be permitted to be broken up in the slips without leave.

TARIFF OF CHARGES ADOPTED BY THE STEAM COTTON-PRESSES AT MOBILE.

Compressing.—Cotton, per bale, seventy-five cents; cotton intended to be compressed, twelve cents and a half for the first month, and six cents and a quarter for each subsequent week thereafter. Time computed from date of press receipt, until delivered to lighter or vessel.

Cotton brought from warehouses not attached to press, if ship-marked and compressed immediately, no charge for storage. Shippers will be charged eight cents per bale drayage, for cotton delivered at the wharf attached to the press.

Storage.—Cotton, per bale, for the first two weeks, twenty-five cents; for each subsequent week, six cents and a quarter. Cotton changing hands will in all cases be liable to new storage from date of order inclusive. Draymen who bring cotton into the yard are required to head the bales. Turning out for sampling or weighing, and restoring the same, eight cents per bale. Turning out and arranging all cotton not intended to be compressed, six cents and a quarter per bale.

Wantages to be assessed by press when the cotton comes in, and the amount assessed endorsed on the face of receipt. Any objection for overcharges to be made at the time. *Grass, tow, bark, or turred* ropes will be considered unmerchable and deficient. All deficient ropes will be charged at the rate of twelve cents and a half per rope. All bagging used will be charged at twenty-five cents per yard.

All cotton sent to press must be accompanied by a memorandum, specifying marks and number of bales, and whether for storage or compressing, for whose account, and for what vessel. The receipts then given will be considered as a voucher that the cottons are received in good order, unless expressly specified to the contrary on the face of the receipt, and to be delivered in like good order by the press.

Compressing bills payable in cash when cargo is complete. Storage and other bills payable monthly or upon delivery of cotton.

IX. MISSISSIPPI.

MISSISSIPPI is bounded north by Tennessee; east by Alabama; south by the Gulf of Mexico and Louisiana; and west by Pearl and Mississippi rivers, which separate it from the state of Louisiana and Arkansas. It lies between 30 deg. 10 min. and 35 deg. north latitude, and between 80 deg. 30 min. and 81 deg. 35 min. west longitude, and between 8 deg. and 11 deg. 30 min. west longitude from Washington. It is about 339 miles long from north to south, and 150 broad from east to west, comprising an area of about 45,760 square miles, or 29,286,400 British statute acres. The population, in 1816, was 45,929; in 1820, 75,448; in 1830; 136,806; in 1840, 375,651, of which 195,211 were slaves. Of the free population, 97,256 were white males; 81,818 white females; 715 were coloured males; 654 coloured females. Employed in agriculture, 139,724; in commerce, 1303; in manufactures and trades, 4151; navigating the ocean, thirty-three; navigating rivers, canals, &c., 100; learned professions, 1506.—*Official Returns.*

This state is divided into fifty-six counties, which, with their population in 1840, and their capitals, were as follows: *Northern District*—Attala, 4303, C. Kosciusko; Bolivar, 1356, C.

Bolivar; Carroll, 10,481, C. Carrollton; Chickasaw, 2955, C. Houston; Choctaw, 6010, C. Greensborough; Coahoma, 1290, C. Coahoma C. H.; De Soto, 7002, C. Hernando; Itawamba, 5875, C. Fulton; Lafayette, 6531, C. Oxford; Lowndes, 14,513, C. Columbus; Marshall, 17,526, C. Holly Springs; Monroe, 9250, C. Athens; Noxubee, 9975, C. Macon; Octibbeha, 4276, C. Starkville; Ponola, 4657, C. Ponola; Pontotoc, 4491, C. Pontotoc; Tallahatchie, 2985, C. Charleston; Tippah, 9444, C. Ripley; Tishamingo, 6681, C. Jacinto; Tunica, 821, C. Peyton; Winston, 4650, C. Louisville; Yalabusha, 12,248, C. Coffeeville. *Southern District*—Adams, 19,434, C. Natchez; Amite, 9511, C. Liberty; Claiborne, 13,078, C. Port Gibson; Clarke, 2986, C. Quitman; Copiah, 8954, C. Gallatin; Covington, 2717, C. Williamsburg; Franklin, 4775, C. Meadville; Greene, 1636, C. Leakeville; Hancock, 3367, C. Shieldsborough; Harrison, —, C. Mississippi City; Hinds, 19,098, C. Raymond; Holmes, 9452, C. Lexington; Jackson, 1965, C. Jackson C. H.; Jasper, 3958, C. Paulding; Jefferson, 11,650, C. Fayette; Jones, 1258, C. Ellisville; Kemper, 7663, C. De Kalb; Lauderdale, 5358, C. Marion; Lawrence, 5920, C. Monticello; Leake, 2162, C. Carthage; Madison, 15,530, C. Canton; Neshoba, 2487, C. Philadelphia; Newton, 2527, C. Decatur; Perry, 1889, C. Augusta; Pike, 6151, C. Holmesville; Rankin, 4631, C. Brandon; Scott, 1653, C. Hillsborough; Simpson, 3380, C. Westville; Smith, 1961, C. Raleigh; Warren, 15,820, C. Vicksburg; Washington, 7287, C. Princeton; Wayne, 2120, C. Winchester; Wilkinson, 14,193, C. Woodville; Yazoo, 10,480, C. Benton.

Soil.—The southern part of this state for about 100 miles from the Gulf of Mexico is mostly a sandy, level country, covered with a pine forest, interspersed with cypress swamps, prairies, water marshes, and a few hills of moderate elevation. This region is generally healthy, and where cultivated, produces cotton, Indian corn, indigo, sugar, plums, cherries, peaches, figs, sour oranges, and grapes. Further north, the country becomes gradually elevated and undulated; with a deep rich soil, producing cotton, Indian corn, sweet potatoes, indigo, peaches, melons, and grapes. The timber trees are poplar, hickory, oak, black walnut, sugar maple, cotton wood, magnolia, lime, and sassafras. The north part of the state is healthy and productive; and the land watered by the Yazoo, along its whole course in the north-west, are very fertile. The Mississippi river, with its various windings, borders this state about 700 miles; and its margin consists of inundated swamp, covered with forest fir. Back of this, the surface suddenly rises into what are called bluffs; and behind these the country is a moderately elevated table land, with a diversified surface. Cotton is the staple of this state.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 109,227 horses and mules; 623,197 neat cattle; 128,367 sheep; 1,001,209 swine; poultry to the value of 369,482 dollars. There were produced 196,626 bushels of wheat; 1654 bushels of barley; 668,624 bushels of oats; 11,444 bushels of rye; 13,161,237 bushels of Indian corn; 175,196 lbs. of wool; 6893 lbs. of wax; 1,630,100 bushels of potatoes; 83,471 lbs. of tobacco; 777,195 lbs. of rice; 193,401,577 lbs. of cotton. The produce of the dairy was valued at 359,585 dollars; of the orchard at 14,458 dollars; of lumber, 192,794 dollars; tar, pitch, &c., 2248 barrels.—*Official Returns.*

The climate is mild, but very variable. The extremes of heat and cold at Natchez, for 1840, were from 26 deg. to 94 deg. of Fahrenheit. The sugar cane and orange tree is not cultivated with success north of latitude 31 deg.

Rivers.—The Mississippi river flows along and bounds the whole western border of this state. The Yazoo is the largest river that has its whole course in the state. It rises in the north-west part, and, after a course of 250 miles, enters the Mississippi. The Pascagoula river, after a course of 250 miles, enters the Gulf of Mexico. At its mouth it widens into a bay, on which stands the town of Pascagoula. It is navigable for a considerable distance for small vessels. The Big Black river, after a course of 200 miles, enters the Mississippi just above Grand gulf. It has a boat navigation of fifty miles. Pearl river rises in the central part of this state and passes through it to the south, and in its lower part forms the boundary between this state and Louisiana, and enters the Rigolets between lakes Pontchartrain and Borgne. Its navigation is much impeded by shallows, sandbars, and obstructions of timber. Homochitto is a considerable river which enters the Mississippi. Besides these there are a few other small rivers and creeks. A chain of low sandy islands, six or seven miles from the shore, enclose several bays or sounds, the largest of which are Pascagoula sound and Lake Borne, which lies partly in Louisiana.—*U. S. Gaz.*

The coast, which extends along the Gulf of Mexico for about sixty miles, has no harbour but that of Mississippi city, which does not admit large vessels. The largest and most commercial town in the state is Natchez, on the east bank of the Mississippi, situated chiefly on a high bluff, 300 feet above the level of the river, and 300 miles above New Orleans. Vicksburg, 106 miles above Natchez, and twelve miles below the mouth of the Yazoo river, is a growing place and has an extensive trade. Its outlet is through New Orleans. The other principal places are Jackson, on Pearl river; Woodville, eighteen miles from the Mississippi, in the south-west part of the state; Port Gibson and Grand gulf, its port on the Mississippi; Columbus, on the Tombigbee; and Pontotoc and Hernando, in the north, and Mississippi city on the gulf shore.—*U. S. Gaz.*

Trade.—There were in this state, in 1840, seven commercial and sixty-seven commission houses engaged in foreign trade, with a capital of 673,900 dollars; 755 retail dry-goods and other stores, employing a capital of 5,004,420 dollars; 228 persons engaged in the lumber trade,

employing a capital of 132,175 dollars; forty persons employed in internal transportation, and fifteen butchers, packers, &c., employing a capital of 4250 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family articles was 682,945 dollars; there were fifty-three cotton manufactories, with 318 spindles, employing eighty-one persons, producing articles to the value of 1744 dollars, with a capital of 6420 dollars; hats and caps were produced to the value of 5140 dollars, employing thirteen persons, with a capital of 8100 dollars; 128 tanneries employed 149 persons, and a capital of 70,870 dollars; forty-two other manufactories of leather, as saddleries, &c., produced articles to the value of 118,167 dollars, and employed a capital of 41,945 dollars; one pottery, employing two persons, produced to the value of 1200 dollars, with a capital of 200 dollars; four persons produced drugs and paints to the value of 3125 dollars, with a capital of 500 dollars; two persons produced confectionary to the value of 10,500 dollars; 274 persons produced machinery to the value of 242,225 dollars; 693 persons produced bricks and lime to the value of 273,870 dollars, with a capital of 222,745 dollars; there were produced 312,084 lbs. of soap, 31,957 lbs. of tallow candles, and ninety-seven lbs. of spermaceti candles; 132 persons produced carriages and waggons to the value of 49,693 dollars, with a capital of 34,345 dollars; sixteen flouring mills produced 1809 barrels of flour, and with other mills employed 923 persons, and manufactured articles to the value of 486,864 dollars, with a capital of 1,219,845 dollars; vessels were built to the value of 13,925 dollars; furniture was manufactured by forty-one persons, to the value of 34,450 dollars, with a capital of 28,610 dollars; fourteen distilleries produced 3150 gallons, and two breweries produced 132 gallons, employing twelve persons, and a capital of 910 dollars; 144 stone or brick houses, and 2247 wooden houses, were built by 2487 persons, and cost 1,175,513 dollars; twenty-eight printing offices, and one bindery, two daily, one semi-weekly, and twenty-eight weekly newspapers, employed ninety-four persons, and a capital of 83,510 dollars. The whole amount of capital employed in manufactures, was 1,797,727 dollars.—*Official Returns.*

Education.—There are three colleges in this state. Jefferson college, at Washington, six miles east of Natchez, was founded in 1802, and has been liberally endowed; Oakland college, at Oakland, was founded in 1831, and is a flourishing institution; Mississippi college, at Clinton, was founded in 1830. In these institutions, there were, in 1840, about 250 students. There were in the state seventy-one academies, with 2553 students; and 382 primary and common schools, with 8236 scholars. There were 8360 white persons, over twenty years of age, who could neither read nor write.

Religion.—The Methodists and Baptists are the most numerous religious denominations in this state. In 1835, the Methodists had fifty-three travelling preachers, 9707 communicants; the Baptists had eighty-four churches, thirty-four ministers, and 3199 communicants; the Episcopalians had four ministers; the Presbyterians of different descriptions had thirty-two churches, and twenty-six ministers.—*U. S. Gaz.*

Banks.—In the beginning of 1840, there were thirty-eight banks and branches in this state, with an aggregate capital of 30,379,403 dollars, and a circulation of 15,171,639 dollars. At the close of 1840, the state debt amounted to 12,400,000 dollars.—(See Banks of the United States hereafter.)

Public Works.—The following works of internal improvement have been undertaken. West Feliciana railroad extends from St. Francisville, in Louisiana, on the Mississippi, twenty-seven miles and three quarters, to Woodville in Mississippi, and cost 500,000 dollars. Vicksburg and Clinton railroad extends from Vicksburg, forty-five miles, to Jackson, the capital of the state, with a branch to Raymond, six miles and a half. The New Orleans and Nashville railroad will extend through this state. The Mississippi railroad to extend from Natchez, 112 miles, to Jackson, is finished to Malcolm, a distance of forty miles. The Jackson and Brandon railroad is fourteen miles long and connects these places. The Grand Gulf and Port Gibson railroad is seven miles and a quarter long, connecting the two places. Several other railroads are proposed, which are those from Natchez to Woodville, forty-one miles; from Manchester to Benton, fourteen miles; from Princeton to Deer creek, twenty miles; from Brandon to Mobile, and from Columbus to Aberdeen.—*U. S. Gaz.*—*American Almanac.*

PRINCIPAL TOWNS.

COLUMBUS, 141 miles north-east of Jackson, 385 miles from Washington. Situated on the east bank of the Tombigbee, 120 feet above the river, and at the head of steamboat navigation. It has two banks, a United States' land office, a market-house, five churches, and a bridge across the Tombigbee. Population, 4000.

NATCHEZ, 100 miles south-west of Jackson, 1110 miles from Washington, is situated on the east bank of the Mississippi river, on a bluff, elevated 150 feet above the level of the river, 155 miles from New Orleans by land, and 292 miles by the course of the river. A part of the town is built on the margin of the river. It is laid out in the form of a parallelogram, with streets intersecting each other at right angles, but the site is very irregular. The houses are mostly of wood, and only one story high. Almost every house has a piazza and a balcony, and many of them have gardens ornamented with shrubbery and fruit trees. It has a court house, a gaol, four churches,

three banks, two steam oil mills for manufacturing oil from cotton seed, and 4800 inhabitants. Three miles from the city is a race course. The country around consists of cotton fields, and Natchez has become a great cotton mart, and has an extensive and an increasing trade.

Vicksburg, city and capital of Warren county, Mississippi, forty-one miles west by north of Jackson, and 1051 miles from Washington. Situated on the eastern side of the Mississippi river, 400 miles above New Orleans, and though of recent origin, it has become a large and flourishing place. It contains a court house, gaol, four churches—one Presbyterian, one Episcopal, one Methodist, and one Roman Catholic; three academies, two male and one female, fifty wholesale grocery and commission stores, fifty retail dry-good stores, a printing-office, and 3104 inhabitants. A number of boats are always lying in the harbour, and a great quantity of cotton is shipped here. The town is situated on the shelving declivity of high hills, and the houses are scattered in groups on the terraces. It is just below the Walnut hills. The country around is very fertile. Steamboats regularly ply between this place and New Orleans. A railroad extends from Vicksburg to Brandon, through Jackson.

Foreign Trade.—The Mississippi has scarcely any direct foreign trade. But imports and exports exclusively through New Orleans.—(Which see.—See also Internal Trade of the United States.)

FINANCES.

None of the United States have so boldly and disgracefully repudiated the payment of their public obligations as the state of Mississippi. No public document appears to us so disreputable, as the letter of Governor Mac Nuth, dated Jackson, 13th of July, 1841, to Messrs. Hope, of Amsterdam, in which he informs them that the state never will pay its bonds,—and founding this declaration upon the mere quibble, that they were when sold made payable in London in sterling money, at the rate of 4s. 6d. per dollar, which he considers unconstitutional. He does not, however, give the option to pay them in the current money of the United States, either in the state of Mississippi or elsewhere, but he declares that the state never will pay them. The interest which this state pays is only, on the small, 615,049 dollars, being outstanding warrants and funded scrip which constitute little more floating paper within the state. The 5,000,000 of state bonds, due chiefly to foreigners, the state absolutely repudiates, on the ground of a constitutional flaw, or rather loophole, of which foreigners must have been entirely ignorant. There is also a debt acknowledged by the state of 2,000,000 of planters' bonds, with 615,049 dollars outstanding warrants and scrip, which makes the non-repudiated debt 2,615,049 dollars, a very small part of the interest of which has only been paid.

REVENUE and Expenditure during the Fiscal Year ending March 1, 1843.

Total amount received	dollars 311,179,99
Total amount expended	„ 304,428,41

Principal Items of Expenditure.

	dollars.
Salaries of Excise officers	8,869
Miscellaneous expenditure of Executive	2,701
Expenses of Judiciary	106,689
Pay of the Legislature	7,127
Interest on the State debt	3,117
Internal improvement	3,303
Miscellaneous	172,619

Total 304,425

Chief Sources of Income.

	dollars.
Direct taxes	308,634
Licences to retail spirituous liquors ..	8,635
Hawkers and Pedlars	1,315
Brokers	1,000

Total

X. LOUISIANA.

LOUISIANA is bounded north by Arkansas and Mississippi; east by Mississippi, from which it is separated by the Mississippi river, to the 31 deg. north latitude, thence east on that parallel to Pearl river, and down that river to its mouth; east and south by the Gulf of Mexico; and west by Texas, from which it is separated by the Sabine river to 32 deg. north latitude, and thence due north to latitude 33 deg. north, the south boundary of Arkansas. It is 240 miles long from north to south, and 210 broad from east to west, comprising an area of about 45,350 square miles, or 29,024,000 British statute acres. The population, in 1810, was 76,556; in 1820, 153,407; in 1830, 215,575; in 1840, 352,411, of which 168,452 were slaves. Of the free population 89,747 were white males; 68,710 white females; 11,526 coloured males; 13,976 coloured females. There were employed in agriculture, 79,289; in commerce, 8549; in manufactures and trades, 7565 navigating the ocean, 1322; canals, lakes, &c., 662; learned professions, 1018.

This state is divided into thirty-eight parishes, which, with their population, in 1840, and their capitals, were as follows: *Eastern District*—Ascension, 6951, C. Donaldsville; Assumption, 7141, C. Napoleonville; Baton Rouge, *e.*, 8136, C. Baton Rouge; Baton Rouge, *w.*, 4698, *w.*,

C. Baton Rouge C. H. ; Carroll, 4237, C. Providence ; Concordia, 9414, C. Vidalia ; Feliciana, 11,893, C. Clinton ; Feliciana, w., 10,910, C. St. Francisville ; Iberville, 8495, C. Plaquemine ; Jefferson, 10,470, C. La Fayette ; Lafourche Interior, 7803, C. Thibodeauxville ; Livingston, 2315, C. Springfield ; Madison, 5142, C. Richmond ; Orleans, 102,193, C. New Orleans ; Plaquemine, 5060, C. Fort Jackson ; Point Coupée, 7898, C. Point Coupée ; St. Bernard, 9237, C. St. Bernard C. H. ; St. Charles, 4700, C. St. Charles C. II. ; St. Helena, 3525, C. Greensburg ; St. James, 8548, C. Bringieys ; St. John Baptist, 5776, C. Bonnet Carré ; St. Tammany, 4598, C. Covington ; Terre Bonne, 4410, C. Houma ; Washington, 2649, C. Franklinton. *Western District*—Avoyelles, 6616, C. Marksville ; Caddo, 5282, C. Shreveport ; Calcasieu, 2057, C. Lisbon ; Caldwell, 2017, C. Columbia ; Catahoula, 4953, C. Harrisonburg ; Claiborne, 6185, C. Overton ; La Fayette, 7841, C. Vermilionville ; Natchitoches, 14,350, C. Natchitoches ; Rapides, 14,132, C. Alexandria ; St. Landry, 15,233, C. Opelousas ; St. Martin's, 8676, C. St. Martinsville ; St. Mary's, 8950, C. Franklin ; Union, 1838, C. Farmersville ; Washita, 4640, C. Monroe.

Configuration and Soil.—The Mississippi, immediately parallel of 31 deg. north latitude, divides into several branches, which flow sluggishly into the Gulf of Mexico. "The western of these outlets is the Atchafalaya, which leaves the main stream three miles below the mouth of Red river, and, inclining eastward, flow into Atchafalaya bay, in the Gulf of Mexico. About 128 miles below the Atchafalaya, is the outlet of Plaquemine, the main stream of which unites with the Atchafalaya ; but other portions of it intersect the country in different directions. Thirty-one miles below the Plaquemine, and eighty-one above New Orleans, is the outlet of Lafourche, which communicates with the Gulf of Mexico by two mouths. Below the Lafourche, numerous other smaller streams branch off from the river at various points. On the east side of the Mississippi the principal outlet is the Iberville, which communicates with the Gulf of Mexico through lakes Maurepas, Pontchartrain, and Borgne. The whole territory between the Atchafalaya on the west, and the Iberville, &c., on the east, is called the Delta of the Mississippi. A large extent of country in this state is annually overflowed by the Mississippi. From latitude 32 deg. to 31 deg., the average width of the land inundated is twenty miles ; from the latitude 31 deg. to the outlet of Lafourche, a little above latitude 30 deg., the width is forty miles. Below the Lafourche, the country generally is overflowed. The lands thus overflowed, including those on the Red river, amount to 10,890 square miles ; though the inundation is not complete, but consists of innumerable canals and lakes, which are interspersed everywhere. The country actually submerged would not, probably, exceed 4000 square miles. More earth is deposited by the Mississippi in its overflow on its immediate margin than further back ; and, consequently, the land is higher adjoining the river than it is in the rear of its banks. This alluvial margin, of a breadth from 400 yards to a mile and a half, is a rich soil, and to prevent the river from inundating the valuable tract in the rear, and which could not be drained, an artificial embankment is raised on the margin of the river, called the *Levee*. On the east side of the river, this embankment commences sixty miles above New Orleans, and extends down the river for more than 130 miles. On the west shore, it commences at Point Coupée, 172 miles above New Orleans. Along this portion of the river, its sides present many beautiful and finely cultivated plantations, and a continued succession of pleasant residences. The south-western part of the state consists of swamps, on the margin of the gulf, but of prairies further inland, some parts of which are barren, but others fertile, and containing flourishing settlements. This country is elevated not more than from ten to fifty feet above high tide. The country between the Mississippi, Iberville, and Pearl rivers, in its southern parts, is generally level, and highly productive in cotton, sugar, rice, corn, and indigo. The northern part has an undulating surface, and has a heavy natural growth of white, red, and yellow oak, hickory, black walnut, sassafras, magnolia, and poplar. In the north-western part, the Red river, after entering the state by a single channel, and flowing about thirty miles, spreads out into a number of channels forming many lakes, and islands, and swamps, over a space of fifty miles long and six broad. The bottoms on the river are from one to ten miles wide, and are very fertile. The timber on them is willow, cotton-wood, honey locust, pawpaw, and buckeye ; on the rich uplands, elm, ash, hickory, mulberry, black walnut, with a profusion of grape vines. On the less fertile and sandy uplands of the state are white, pitch, and yellow pines, and various kinds of oak."—*U. S. Gaz.*

Live Stock and Products.—The staple productions of the state are cotton, sugar, and rice. In 1840, there were in the state, 99,888 horses and mules ; 381,248 neat cattle ; 98,072 sheep ; 323,220 swine ; poultry to the value of 283,559 dollars. There were produced sixty bushels of wheat ; 107,353 bushels of oats ; 1812 bushels of rye ; 5,052,912 bushels of Indian corn ; 834,341 bushels of potatoes ; 24,651 tons of hay ; 49,283 lbs. of wool ; 1012 lbs. of wax ; 119,824 lbs. of tobacco ; 3,604,534 lbs. of rice ; 152,555,368 lbs. of cotton ; 119,947,720 lbs. of sugar. The products of the dairy were valued at 153,069 dollars ; of the orchard at 11,769 dollars ; of lumber at 66,106 dollars. There were made 2884 gallons of wine ; and 2283 barrels of tar, pitch, &c.—*Official Returns.*

Climate.—The winters in this state are mild ; though more severe than in the same latitude on the Atlantic coast. The summers in the wet and marshy parts are unhealthy. New Orleans has frequently been visited by the yellow fever. But a considerable portion of the state is healthy.—*U. S. Gaz.*

Rivers.—The Mississippi separates Louisiana from the state of Mississippi for a considerable distance, and flows by several channels through the Delta of Louisiana into the Mexican gulf. It is navigable for vessels of any size. The Red river runs through the state in a south-east direction, and discharges a vast quantity of water into the Mississippi, 240 miles above New Orleans. The Washita runs in a south direction in the north part of the state, and enters Red river, a little above its entrance into the Mississippi. Bayou Lafourche and Atchafalaya are large outlets of the Mississippi. The other rivers are the Black, Tensas, Sabine, Calcasieu, Mergementau, Vermilion, Teche, Pearl, Amite, and Iberville.

Lakes.—The largest lakes are Pontchartrain, Maurepas, Borgne, Chetimaches, Mergementau, Calcasieu, and Sabine.—*U. S. Gaz.*

Trade.—There were twenty-four commercial and 381 commission houses engaged in foreign trade, with a capital of 16,770,000 dollars; and 2465 retail dry-goods and other stores, with a capital of 14,301,024 dollars; 597 persons were employed in the lumber trade, with a capital of 260,045 dollars; three persons employed in internal transportation, with 291 butchers, packers, &c., employed a capital of 144,523 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family articles manufactured, was 65,190 dollars; two cotton manufactories, with 706 spindles, employed twenty-three persons, producing articles to the value of 18,900 dollars, with a capital of 22,000 dollars; six furnaces produced 1400 tons of cast iron, and two forges produced 1366 tons of bar iron, employing 145 persons, and a capital of 357,000 dollars; twenty-five tanneries employed eighty-eight persons, and a capital of 132,025 dollars; seven other manufactories of leather, as saddleries, &c., produced articles to the value of 108,500 dollars, with a capital of 89,550 dollars; one pottery employed eighteen persons, producing articles to the value of 1000 dollars, with a capital of 3000 dollars; five sugar refineries produced to the value of 770,000 dollars; 101 persons produced confectionary to the value of 20,000 dollars; machinery was produced to the value of 5000 dollars; and hardware and cutlery to the value of 30,000 dollars; fifty-one persons produced carriages and waggons to the value of 23,350 dollars, employing a capital of 15,780 dollars; mills of various kinds produced articles to the value of 706,785 dollars, employing 972 persons, and a capital of 1,870,795 dollars; vessels were built to the value of 80,500 dollars; 129 persons manufactured furniture to the value of 2300 dollars, with a capital of 576,050 dollars; five distilleries produced 285,520 gallons, and one brewery produced 2400 gallons, employing twenty-seven persons, and a capital of 110,000 dollars; seventy-five persons manufactured 2,202,200 lbs. of soap, 3,500,030 lbs. of tallow candles, 4000 lbs. of wax and spermaceti candles, with a capital of 115,500 dollars; 248 stone or brick houses, and 619 wooden houses, employed 1484 persons, and cost 2,736,944 dollars; thirty-five printing offices, five binderies, eleven daily, twenty-one weekly, and two semi-weekly newspapers, and three periodicals, employed 392 persons, and a capital of 193,700 dollars. The whole amount of capital employed in manufactures was 6,430,699 dollars.—*Official Returns.*

Education.—Louisiana college, at Jackson, was founded in 1825; Jefferson college, at Bringers, was founded in 1831; St. Charles's college, at Grand Coteau, is under the direction of the Catholics; Baton Rouge college, at Baton Rouge, was founded in 1838; Franklin college, at Opelousas, was founded in 1839. These institutions had, in 1840, 437 students. There were in the state, fifty-two academies, with 1995 students; 179 common and primary schools, with 3573 scholars, and 4861 white persons over twenty years of age who could neither read nor write.—*U. S. Gaz.*

Religion.—This state was originally settled by Catholics, who are still the most numerous denomination. In 1835, they had twenty-seven ministers. The Methodists, Baptists, Presbyterians, and Episcopalians exist in considerable numbers, and are increasing.—*U. S. Gaz.*

Banks.—At the commencement of 1840, there were forty-seven banks and branches in this state, with an aggregate capital of 41,736,768 dollars, and a circulation of 4,345,533 dollars.—(See Banks of the United States hereafter.)

Public Works.—This state has a number of important works of internal improvement. Pontchartrain railroad extends from New Orleans, four miles and a half, to Lake Pontchartrain, at a cost of 450,000 dollars. West Feliciana railroad extends from St. Francisville, twenty miles, to Woodville, Mississippi. New Orleans and Carrollton railroad extends from New Orleans, four miles and a quarter, to La Fayette. Orleans-street railroad, extends from New Orleans, four miles and a quarter, to the Bay of St. John's. The Mexico Gulf railroad, extends from New Orleans east, to Pascagoula sound. The Orleans Bank canal extends from New Orleans, six miles, to Lake Pontchartrain, and cost 1,000,000 dollars. Canal Carondelet extends from New Orleans, one mile and a half, to the Bay of St. John's. Barataria canal extends from New Orleans, eighty-five miles, to Berwick bay. Lake Veret canal extends from Lake Veret, eight miles, to Lafourche river. The New Orleans and Nashville railroad extends eighty miles in this state, and if completed, will be 564 miles in length. It is in progress.—*U. S. Gaz.*—*American Almanac for 1845.*

PRINCIPAL TOWNS AND SEAPORTS.

NATCHITOCHE (pronounced *Nahitosh*), 368 miles north-west by west of New Orleans, 1287.

miles from Washington. It is situated on the west side of Red river, 200 miles above its junction with the Mississippi river, at the foot of a bluff, and is built chiefly on one street. It has considerable trade. It was settled by the French in 1717, and half the present inhabitants are of French descent. Population, about 2400.

NEW ORLEANS, the capital of Louisiana, is situated on the left bank of Mississippi river, 105 miles from its mouth, by the course of the river, but only ninety miles in a direct line; 1132 miles from St. Louis, 1397 miles from New York, 1612 miles from Boston, and 1172 miles from Washington; in 29 deg. 57 min. north latitude, 90 deg. 6 min. west longitude from Greenwich, and 13 deg. 5 min. west longitude from Washington. The population, in 1810, was 17,242; in 1820, 27,176; in 1830, 46,310; in 1840, 102,193; of whom 23,448 were slaves. Employed in agriculture, 1430; in commerce, 7392; in manufactures and trades, 4593; navigating the ocean, rivers, &c., 1590; learned professions, 438. Tonnage of the port, in 1840, 126,612.—*U. S. Gaz. Official Return.*

"The old city proper is in the form of a parallelogram, of which the longer sides are 1320 yards long, and the shorter, toward the swamp in the rear, 700 yards. Above the city are the suburbs of St. Mary and Annunciation, and below are the suburbs of Marigny, Franklin, and Washington. These are called *fauxbourgs*. Between the city and the bayou St. John's, are the villages of St. Claude and St. Johnsbury. The old city proper was laid out by the French, and now forms not more than one-eighth of the city limits, and not more than one-third of its thickly settled parts. In 1836, the legislature passed an act, dividing the city into three municipalities, ranking them according to their population. The first includes the city proper, extending with that width from the river back to Lake Pontchartrain, and occupying the centre; the second adjoining it above, and the third below, both extending from the river to the lake. Each municipality has a distinct council for the management of its internal affairs, which do not encroach on the general government.

"The situation of New Orleans for commerce is very commanding. The length of the Mississippi river, and its connected waters, which are navigated by steam, is not less than 20,000 miles, and the country which they drain is not surpassed in fertility by any on the globe. Its advantages for communication with the country in its immediate vicinity are also great. By a canal, four miles and a half long, it communicates with Lake Pontchartrain, and its connected ports. This canal cost 1,000,000 dollars. There is also a canal, one mile and a quarter long, which communicates with Lake Pontchartrain through bayou St. John. A railroad, four miles and a half long, connects it with Carrollton. A railroad, four miles and a quarter long, connects the city with Lake Pontchartrain, one mile east of bayou St. John. The Mexican Gulf railroad extends twenty-four miles to Lake Borgne, and is to be continued to the gulf, at the South pass. The Mississippi, opposite to the city, is half a mile wide and from 100 to 160 feet deep, and continues of this depth to near its entrance into the ocean, where are bars, with from thirteen feet and a half to sixteen feet of water. The level of the city is from three to nine feet below the level of the river, at the highest water. To protect it from inundation, an embankment, called the *Levee*, is raised on its border, from four to ten feet high, and generally from twenty to forty feet broad; but in front of the second municipality, by the annual deposits made by the river, and the filling up by the corporation, it is extended to 500 or 600 feet broad. This forms a splendid promenade, and a very convenient place for depositing the cotton and other produce from the upper country, which can be rolled directly from the decks of the steamers to the bank of the river. The levee extends from forty-three miles below the city to 120 miles above it. The harbour presents an area of many acres, covered with flat-boats, and keel-boats, in its upper parts. Sloops, schooners, and brigs, are arranged along its wharfs, and present a forest of masts; and steamboats are continually arriving or departing. The amount of domestic articles exported, exceeds 12,000,000 dollars annually, being greater than those of any other city in the union, excepting New York. The houses of the city proper have a French and Spanish aspect, are generally stuccoed, and are of a white or yellow colour. A basement story, about six feet high, forms the only cellar, as none are sunk beneath the surface of the ground. The city proper and the *fauxbourg St. Mary*, are compactly and substantially built. The buildings in the *fauxbourg St. Mary*, and many other parts of the city, are mostly of brick, and resemble those of other cities of the United States. The city proper contains sixty-six complete squares; each square having a front of 319 feet in length. Few of the streets, excepting Canal-street, are more than forty feet wide. Many of the seats in the suburbs are surrounded with spacious gardens, splendidly ornamented with orange, lemon, magnolia, and other trees. No city in the United States has so great a variety of inhabitants, with such an astonishing contrast of manners, language, and complexion. The French population probably still predominates over the American, though the latter is continually gaining ground. The water generally used in the city is rain water, contained in cisterns holding from twenty to fifty hog-heads each. The Commercial Bank water works, which cost 455,000 dollars, raise the water twenty or thirty feet above the city, and distribute it by pipes, having an aggregate length of twelve miles. The city water works have a pipe one mile long, to furnish running water, in hot weather, through the gutters of the city, which cost 110,000 dollars. A draining company, with a capital of 640,000 dollars, has two steam engines for draining the marshes between the city and Lake Pontchartrain, of thirty-five square miles in extent. The land is thus made valuable, and

the health of the city improved—although it is still unhealthy, from July to the middle of October. The city contains a state house, custom house, two exchanges, a United States' mint, a United States' land office; five banks, with a capital of more than 10,000,000 dollars; a large and splendid Roman Catholic cathedral, ninety by 120 feet, with four towers; the Ursuline convent; three theatres; the College of New Orleans; a charity hospital, which has received 900 patients in a year; three other hospitals; an orphan asylum; and various other charitable institutions. There are two large and several smaller cotton presses, of great importance to the business of the city. There are fewer churches than in any other city in the union, in proportion to its size. The Roman Catholics have three, the Episcopalians two, the Presbyterians, Baptists, and Methodists, one each, and there is a mariners' church."—*U. S. Gaz.*

In 1840, there were eight commercial and 375 commission houses, with a capital of 16,490,000 dollars; 1881 retail stores, capital 11,018,225 dollars; thirty-two lumber yards, capital 67,800 dollars; six furnaces, capital 355,000 dollars; hardware manufactured to the value of 30,000 dollars; one cotton factory, 700 spindles, capital 20,000 dollars; tobacco manufactures, capital 60,000 dollars; one tannery, capital 50,000 dollars; two distilleries, capital 56,000 dollars; three sugar refineries, value produced 700,000 dollars; three steam saw mills, capital 175,000 dollars; eighteen printing offices, five binderies, nine daily, six weekly, and two semi-weekly newspapers, with a capital of 162,200 dollars; 201 brick and stone, and 210 wooden houses built, cost 2,234,300 dollars. Capital in manufactures, 1,774,200 dollars.—*Official Returns.*

New Orleans being the great outlet and inlet of the trade and products of, as well as of imports into, the western states, many of the statistical returns of its trade, will be found hereafter, in the tabular statements of the internal trade of the United States.

REGULATIONS OF TRADE AT NEW ORLEANS.

TARIFF of Charges agreed upon and adopted by the New Orleans Chamber of Commerce.

General Tariff of Commissions, applicable to Foreign, Northern, and Western business:—

	per ct.
On sales of sugar, molasses, cotton, tobacco and lead	2½
All other produce or merchandise	5
Guarantee of ditto, if not exceeding six months	2½
And for each month additional, over six	4
Purchase and shipment of merchandise or produce	2½
Sales and purchase of stocks or bullion	1
Collecting and remitting dividends	1
It with guarantee of bills	2½
Selling vessels or steamboats	2½
Purchasing do.	6
Procuring freights	5
Collecting freights	2½
On outfits and disbursements	2½
Effecting marine insurance where the premium does not exceed 10 per cent on the amount insured	½
If the premium exceeds 10 per cent, then on the amount of premium	5
Adjusting and collecting insurance, or other claims, without litigation	2½
— with litigation	5
Purchasing and remitting drafts, or receiving and paying money on which no other commission has been charged	1
If the bills remitted are guaranteed	2½
If bills and notes remitted for collection are protested and returned, the same commission to be charged, say	1
Landing, reshipping, and custody of merchandise or produce from vessels in distress	2
Ditto ditto bullion or specie	—
On general average	5½
Consignments of merchandise withdrawn, to pay full commissions on amount of advances and responsibilities, and half commissions on the invoice value of the goods withdrawn.	—

The above rates to be exclusive of brokerage and other charges actually incurred.

The following Rates to be specially applicable to European and other Foreign Business, any thing in the preceding General Tariff to the contrary notwithstanding:—

	per ct.
On remitting proceeds of sales in bills without guarantee	1½
Ditto, ditto, with guarantee	2
Drawing, endorsing, or negotiating bills in payment for produce, if on Europe	2½
Ditto, ditto, if on Atlantic States	1
Receiving, entering, and reshipping goods to a foreign port, on amount of invoice	1
Ditto, ditto, and on advances and responsibilities, in addition	2½

The following Rates, in like manner, to be specially applicable to Western and Local Business:—

	per ct.
Accepting drafts or endorsing notes, without funds, produce, or bills of lading in hand	2
Cash advances, in all cases, even with produce or bills of lading	2½
For shipping to another market, produce or merchandise upon which advances have been made	2½
Effecting insurance (except when the commission for buying and selling has been charged), on the amount insured	½
If the premium exceeds 10 per cent, then on the amount of premium	5
Negotiating drafts or notes, as drawer or endorser	2½
Collecting steamboat freights	5
Entering and bonding goods for the interior, on amount of duties and charges	2½
Besides the regular charge per package for forwarding.	—

Agency for Steamboats:—

	Per Trip.	dls.	cts.
Under 120 tons	1	30 00
Above 120 tons to 200 tons	40	00
„ 200 tons to 300 tons	50	00
„ 300 tons to 400 tons	60	00
„ 400 tons to 500 tons	70	00
Besides charges actually incurred, and the regular commission for particular services, such as collecting freight, paying disbursements, &c.			
Loss by fire (unless insurance has been ordered), of robbers, theft, and all unavoidable accidents, if the usual care has been taken to secure the property, to be borne by the owners of the goods.			

Rates of Receiving and Forwarding Goods, exclusive of Charges actually incurred.

	per	dls.	cts.
Sugar	per hogshead	1	00
Molasses	do.	1	00
Tobacco	do.	1	00
„ manufactured	per kegs or boxes	0	20
Cotton, on the value, 2½ per cent, or	per bale	1	00
Liquids	per pipe	1	00
„	per hogshead	0	75
„	per half pipe	0	50
„	per quarter pipe	0	25
Merchandise	cases, boxes, and trunks	0	25 to 50
„	per barrel	0	25
Provisions	per hogshead	0	37½
„	per barrel	0	25
Flour	do.	0	10
Lard	per keg	0	05
Earthenware	per crate or cask	0	50
Hardware	boxes or casks	0	25 to 50

	dols. cts.
Nails	per keg 0 05
Gunpowder	do. 0 50
Coffee	per bag 0 20
Salt, spices, &c.	do. 0 12½
Iron	per 2000 lbs. 1 00
Castings	do. 1 50
Lead	per pig 0 03
Soap, raisins, candles, &c.	per box 0 05
Carriages	each 5 00
Gigs	do. 3 00

Other articles in proportion.

Rates of Storage:—

	Per Month.
	dols. cts.
Cotton, moss, &c.	per bale 1 00
Tobacco	per hoghead 0 50
Bacon	do. 0 2½
Pork and whiskey	per barrel 0 10
Flour	do. 0 06
Lard	per keg 0 05
Hides	each 0 03
Peltries	per bale 0 25
Iron and lead	per pig 0 02
Bar iron	per ton 1 00
Crockery	per cask, or crate 0 50
Hardware	per cask 0 25 to 50
Nails	do. 0 05
Dry-goods, on deposit	per package 0 25 to 50
Coffee, salt, spices, &c.	per bag 0 06½
Liquids	per pipe or hoghead 0 50
"	per half pipe 0 37½
"	per quarter pipe 0 12½
Claret wine	per cask 0 25
Wine, soap, candles, &c.	per box 0 03
Haggig	per piece 0 06½
Bale rope	per coil 0 06½
Sugar	per hoghead 0 37½

Dry-goods pay storage for the whole time they may be on hand, on the gross value, 1 per cent.

Freights:—

When vessels are chartered, or goods shipped by the ton, and no special agreement respecting the proportion of tonnage which each particular article shall be computed at, the following regulation shall be the standard. That the articles, the bulk of which shall compose a ton, to equal a ton of heavy materials, shall be in weight as follows:—

Coffee	in casks, 1668 lbs.
"	in bags, 1830 "
Cocoa	in casks, 1300 "
"	in bags, 1300 "
Pimento	in bags, 950 "
"	in bags, 1100 "
Flour	8 barrels of 106 "
Beef, pork, tallow, pickled fish, and naval stores	6 barrels
Pig and bar iron, lead, and other metals (r ore, heavy dry-woods, sugar, rice, honey, and other heavy articles)	gross 2240 lbs.
Ship bread	in casks, 672 "
"	in bags, 744 "
"	in bulk, 896 "
Wine, brandy, spirits, and liquids generally, reckoning the full capacity of the casks, wine measures	200 gals.
Grain, peas, and beans	in casks, 22 bushels.
"	in bulk, 36 "
Salt, European	do. 36 "
" West India	do. 31 "
Stone coal	do. 28 "
Timber plank, furs, peltry in bales or boxes, cotton, wool, or other measurement goods, dry hides	40 cubic ft. 1120 lbs.

When molasses is shipped by the *hoghead*, without any special agreement, it shall be taken at 110 gallons, estimated on the full capacity of the cask.

RATES OF THE NEW ORLEANS STEAM TOWBOATS.

The following Rates have been agreed to by all the Owners, and will be most strictly observed:—

From the Levee to the Bar.	dollars.	Vessels of 450 tons, and under 550	dollars.
Vessels under 50 tons, will be charged	20	" 550	300
Vessels over 50, and under 150 tons, 40 cents per ton.		" 650	350
Vessels of 150 tons, and under 200	60	" 750	375
" 200	75	" 850	400
" 250	90	" 950	450
" 300	100	" 1050	500
" 350	110		
" 400	125		
" 450	150		
" 500	175		
" 550	200		
" 600	225		
" 650	250		
" 700	275		
" 750			
" 800			
" 850			
" 900			
" 950			

From Anchorage Inside the Bar to Sea, or vice versa.

	dollars.
Vessels under 100 tons	20
Vessels of 100 tons, and under 200	30
" 200	40
" 250	50
" 300	60
" 350	70
" 400	80
" 450	90
" 500	100
" 550	110
" 600	125
" 650	150
" 700	175
" 750	200
" 800	225
" 850	250
" 900	275
" 950	300
" 1000	325
" 1050	350
" 1100	375
" 1150	400
" 1200	425
" 1250	450

From the Bar or inside the Bar to City.

	dollars.
Vessels under 200 tons, 1 dollar per ton.	
Vessels of 200 tons, and under 225	200
" 225	225
" 250	250
" 300	275
" 350	300
" 400	325
" 450	350
" 500	375
" 550	400
" 600	425
" 650	450
" 700	475
" 750	500
" 800	525
" 850	550
" 900	575
" 950	600
" 1000	625
" 1050	650
" 1100	675
" 1150	700
" 1200	725
" 1250	750
" 1300	775
" 1350	800
" 1400	825
" 1450	850
" 1500	875
" 1550	900
" 1600	925
" 1650	950
" 1700	975
" 1750	1000
" 1800	1025
" 1850	1050
" 1900	1075
" 1950	1100
" 2000	1125
" 2050	1150
" 2100	1175
" 2150	1200
" 2200	1225
" 2250	1250
" 2300	1275
" 2350	1300
" 2400	1325
" 2450	1350
" 2500	1375
" 2550	1400
" 2600	1425
" 2650	1450
" 2700	1475
" 2750	1500
" 2800	1525
" 2850	1550
" 2900	1575
" 2950	1600
" 3000	1625
" 3050	1650
" 3100	1675
" 3150	1700
" 3200	1725
" 3250	1750
" 3300	1775
" 3350	1800
" 3400	1825
" 3450	1850
" 3500	1875
" 3550	1900
" 3600	1925
" 3650	1950
" 3700	1975
" 3750	2000
" 3800	2025
" 3850	2050
" 3900	2075
" 3950	2100
" 4000	2125
" 4050	2150
" 4100	2175
" 4150	2200
" 4200	2225
" 4250	2250
" 4300	2275
" 4350	2300
" 4400	2325
" 4450	2350
" 4500	2375
" 4550	2400
" 4600	2425
" 4650	2450
" 4700	2475
" 4750	2500
" 4800	2525
" 4850	2550
" 4900	2575
" 4950	2600
" 5000	2625
" 5050	2650
" 5100	2675
" 5150	2700
" 5200	2725
" 5250	2750
" 5300	2775
" 5350	2800
" 5400	2825
" 5450	2850
" 5500	2875
" 5550	2900
" 5600	2925
" 5650	2950
" 5700	2975
" 5750	3000
" 5800	3025
" 5850	3050
" 5900	3075
" 5950	3100
" 6000	3125
" 6050	3150
" 6100	3175
" 6150	3200
" 6200	3225
" 6250	3250
" 6300	3275
" 6350	3300
" 6400	3325
" 6450	3350
" 6500	3375
" 6550	3400
" 6600	3425
" 6650	3450
" 6700	3475
" 6750	3500
" 6800	3525
" 6850	3550
" 6900	3575
" 6950	3600
" 7000	3625
" 7050	3650
" 7100	3675
" 7150	3700
" 7200	3725
" 7250	3750
" 7300	3775
" 7350	3800
" 7400	3825
" 7450	3850
" 7500	3875
" 7550	3900
" 7600	3925
" 7650	3950
" 7700	3975
" 7750	4000
" 7800	4025
" 7850	4050
" 7900	4075
" 7950	4100
" 8000	4125
" 8050	4150
" 8100	4175
" 8150	4200
" 8200	4225
" 8250	4250
" 8300	4275
" 8350	4300
" 8400	4325
" 8450	4350
" 8500	4375
" 8550	4400
" 8600	4425
" 8650	4450
" 8700	4475
" 8750	4500
" 8800	4525
" 8850	4550
" 8900	4575
" 8950	4600
" 9000	4625
" 9050	4650
" 9100	4675
" 9150	4700
" 9200	4725
" 9250	4750
" 9300	4775
" 9350	4800
" 9400	4825
" 9450	4850
" 9500	4875
" 9550	4900
" 9600	4925
" 9650	4950
" 9700	4975
" 9750	5000
" 9800	5025
" 9850	5050
" 9900	5075
" 9950	5100
" 10000	5125

And so on, in like proportion for all larger.

From the Head of the South Western Pass to the City.

Vessels under 200 tons, 90 cents per ton.	dollars.
Vessels of 200 tons, and under 250.....	200
" 250 " " 350.....	225
" 350 " " 450.....	250

From Poverty Point to City.
Vessels under 200 tons, 55 cents per ton.

	dollars.
Vessels of 200 tons, and under 250.....	140
" 250 " " 350.....	150
" 350 " " 450.....	165
" 450 " " 550.....	190
" 550 " " 650.....	225
" 650 " " 750.....	250
" 750 " " 850.....	280
" 850 " " 950.....	320
" 950 " " 1050.....	350

From M^cCall's to City.
Vessels under 200 tons, 45 cents per ton.

	dollars.
Vessels of 200 tons, and under 250.....	110
" 250 " " 350.....	120
" 350 " " 450.....	140
" 450 " " 550.....	165
" 550 " " 650.....	195
" 650 " " 750.....	225
" 750 " " 850.....	250
" 850 " " 950.....	285
" 950 " " 1050.....	320

From English Turn to City.

	dollars.
Vessels under 100 tons.....	30
Vessels of 100 tons, and under 150.....	40
" 150 " " 200.....	50
" 200 " " 250.....	70
" 250 " " 350.....	100
" 350 " " 450.....	125
" 450 " " 550.....	150
" 550 " " 650.....	175
" 650 " " 750.....	200
" 750 " " 850.....	225
" 850 " " 950.....	250
" 950 " " 1050.....	275

Towing through the English Turn.

	dollars.
Vessels under 150 tons.....	25
Vessels of 150 tons, and under 200.....	35
" 200 " " 250.....	45
" 250 " " 350.....	55
" 350 " " 450.....	65

	dollars.
Vessels of 450 tons, and under 550.....	85
" 550 " " 650.....	100
" 650 " " 750.....	120
" 750 " " 850.....	140
" 850 " " 950.....	150
" 950 " " 1050.....	160

MOVING VESSELS.

From Canal-street to the lower tobacco warehouses at any point between the limits, and *vice versa* :—

	dollars.
Vessels under 100 tons.....	10
" 300 " " 400.....	15
" of 300 " and upwards.....	20

Vessels moved from the limits between Canal-street and the lower tobacco warehouses to any point in the second municipality :—

	dollars.
Vessels under 100 tons.....	15
" 300 " " 400.....	20
" 400 " " 500.....	25
" of 400 " and upwards.....	30

Vessels moved from the limits between Millaudon's press and the lower tobacco warehouses to shipyards on the opposite side of the river will be charged the same rates as if moved from Slaughterhouse Point to the Levee. From Slaughterhouse Point to the Levee at any point between Canal-street and the lower cotton warehouses, and *vice versa* :—

	dollars.
Vessels under 100 tons.....	15
" 200 " " 300.....	20
" 300 " " 400.....	25
" of 400 " and upwards.....	30

Five dollars in addition with anchors down.

From Slaughterhouse Point to the Levee at any point between Canal-street and Millaudon's press, in the second municipality, and *vice versa* :—

	dollars.
Vessels under 100 tons.....	20
" 200 " " 300.....	25
" 300 " " 400.....	30
" of 400 " and upwards.....	35

Five dollars in addition with anchors down.

All vessels to be charged for American tonnage.

When foreign vessels are not measured, they will be charged twenty per cent in addition to their registered tonnage.

All vessels while in tow of the boats will be considered at their own risk ; and vessels taken astern will be charged the same as if towed alongside, and in proportion to the distance they may be towed, should they be cast off in consequence of bad weather, or for any cause beyond the control of the master of the boat.

When any vessel is towed in or over the bar, and proceeds up the river under canvass, and the boat reserves a berth for her, she shall be bound to pay from the point where the engagement shall have been made.

Vessels on shore or in distress, that require the aid of a boat, will be charged as per agreement between the masters of the boat and vessel.

In all cases where cargo is received on board, it is understood to be at the risk of the ship or vessel, either as it regards damages or loss ; neither will any receipts be given by the master or officer of said boats for goods received on board of them, but the masters of vessels may send such persons as they may think proper to take charge of them.

Vessels requiring the aid of two boats to get over the bar, will be charged as follows :—

	dollars.
All vessels under 450 tons.....	50
Ditto " over 450 tons.....	75

In the event of the boats not being able to get the ship or vessel over the bar, after a fair trial, such price will be charged for the services so rendered as the nature of the case requires ; not, however, to exceed the prices above-named.

Vessels without rudders, or when the rudder is broken, so as to render them unserviceable in steering the ship or vessel, will, in all cases, be charged double the above rates.

All towage down will be payable on the arrival of the steamers at the Pilot's Station at the Southwest Pass, or Balize.

PASSENGERS.

		dollars.
Cabin Passengers from the Bar to the City		20
Ditto ditto City to the Bar		9
Ditto ditto Fort Jackson to City		8
Ditto ditto City to Fort Jackson		4
Deck passengers half the above prices.		

RATES OF PILOTAGE.

Three dollars and a half per foot, for all classes of vessels, in or out.

NEW ORLEANS LEVEE DUES.

The following ordinance, amendatory of existing ordinances concerning levee dues, in and for the port of New Orleans, was ordained by the General Council, and approved by the mayor, May 26, 1843 :—

1. That from and after the 31st day of August next, the levee or wharfage dues on ships and other, decked vessels, and on steam vessels arriving from sea, shall be as follows :—

On each vessel under 75 tons.....				dollars.	On each vessel of 500 tons, and under 550....				dollars.
"	of 75	"	and under 100....	15	"	550	"	"	125
"	105	"	" 125....	20	"	600	"	"	130
"	120	"	" 150....	25	"	650	"	"	135
"	150	"	" 200....	30	"	700	"	"	145
"	200	"	" 250....	40	"	750	"	"	160
"	250	"	" 300....	50	"	800	"	"	175
"	300	"	" 350....	60	"	900	"	"	190
"	350	"	" 400....	70	"	1000	"	"	205
"	400	"	" 450....	85	"	1100	"	"	220
"	450	"	" 500....	100	"	1200 and upwards	"	"	235
				115					250

2 That from and after the 31st day of August next, the levee dues on steam vessels navigating on the river, and which shall moor or land in any part of the incorporated limits of the port, shall be as follows :

On each steamer under 75 tons				dollars.	On each steamer of 400 tons, and under 450....				dollars.
"	of 75	"	and under 100..	12	"	450	"	"	67
"	100	"	" 150..	15	"	500	"	"	75
"	150	"	" 200..	22	"	550	"	"	82
"	200	"	" 250..	30	"	600	"	"	90
"	250	"	" 300..	37	"	650	"	"	97
"	300	"	" 350..	45	"	700 and upwards	"	"	105
"	350	"	" 400..	52					120
"				60					

3. That hereafter it shall not be lawful for any pirogue, flatboat, bargeboat, or keelboat, to remain in port longer than twelve days, as fixed by the thirteenth article of an ordinance approved the 21st of October, 1839, under a penalty of twenty-five dollars ; and it shall be the duty of the wharfingers of the several municipalities to cause to be removed beyond the limits of the port any pirogue, flatboat, barge, or other craft, found in violation of this ordinance, within the limits of their respective municipalities. The fines arising from any violation hereof shall be recoverable, before any court of competent jurisdiction, of the owner, agent, or consignee of such pirogue, flatboat, or other craft, for the benefit of the municipality within which the offence may be committed.

4. That hereafter it shall not be lawful for any flatboat, keelboat, barge, or old hull, to remain within the limits of the port longer than twenty-four hours after the discharge of its cargo, under a penalty of twenty-five dollars, recoverable as aforesaid ; and after the expiration of said twenty-four hours, it shall be the duty of the wharfinger of either of the municipalities to cause to be removed beyond the limits of the beat, or to turn adrift, without delay, any such flatboat, keelboat, or other craft in contravention.

5. That in case any captain, owner, or person in command of any steamboat, flatboat, barge, keelboat, or other craft, shall neglect or refuse to obey the orders of the wharfinger to conform to the ordinances regulating the port, he or they shall be liable to a fine of twenty-five dollars to fifty dollars for each offence, recoverable as aforesaid.

6. That from and after the 31st day of August next, all ships and other decked vessels, and steam vessels, arriving from sea, which shall have landed or moored in front of one municipality, and shall have paid or be liable to pay the levee dues to such municipality, and which shall afterwards remove from such municipality to one of the other municipalities, shall pay to the municipality to which they remove, the following dues :—

	dollars.
All vessels over 750 tons	3 00 per day.
" 500 " and less than 750	2 50 "
" 300 " " 500	2 00 "
" 100 " " 300	1 50 "
All vessels under 100 "	0 75 "

Such daily levee dues to be collected for every day such vessel may remain in the port of the municipality to which they may have removed, the days of removal and departure excepted.

7. That so much of all existing ordinances as is inconsistent with the provisions of this ordinance is hereby repealed.

Articles of the Ordinance of 1836 still in force.

ARTICLE VI. All steam vessels employed as packets, and plying regularly between this port and the ports in the Gulf of Mexico, including Havannah, shall pay no other or higher rate of wharfage than is imposed by this ordinance on steamboats navigating the Mississippi.

VII. The duties specified in the preceding Article, shall be paid on the mooring and landing of said steamers in port, by their captains or other agents, to the officer intrusted with their collection by the municipality within whose limits said vessels shall have moored and landed:

IX. Steamers employed as towboats, and which shall have received on board any produce, the whole or any part of the cargo of a vessel, and shall discharge the same on the levee, shall pay the same duty as is specified in Article V., according to their tonnage; said duty to be collected by the proper officer of the municipality within whose limits such discharge shall be effected.

X. Towboats shall pay, for each time they may moor to take in wood or other fuel, eight dollars to the municipality within whose limits they may moor and take in said fuel.

XI. The following levee dues shall be exacted on all flatboats, barges, keelboats, pirogues, and all other raft, crafts, &c. :—

	dols. cts.
On each flatboat, either fully or in part laden with produce, materials, or merchandise of any kind	10 00
On each barge, measuring seventy feet or more in length	10 00
On all barges, keelboats, or boats measuring less than seventy feet, and not exceeding fifteen tons burden	6 00
On all other boats not described in the present ordinance	4 00
On each coasting pirogue	1 00
The owners or keepers of boats used as places of depôt for any article whatever, shall pay a duty, per day, of	1 00
The following duties shall also be levied :	
On being broken up, if in the incorporated limits of the port, each flatboat	4 00
On each steamer, or other vessel than flatboats, being broken up within said limits ..	10 00
On rafts of timber, not containing more than twenty-five logs each raft	5 00
On each raft of timber containing more than twenty-five logs, then in the ratio of that increase.	
On each craft measuring forty tons or under, employed to carry sugar, molasses, wood, or any other description of merchandise, there shall be levied, on each trip, a duty of	4 00
On all craft, exceeding forty tons each, employed as above, shall also be levied, on each trip, a duty of	6 00

XII. All boats or other vessels arriving within the limits of the port, with fish, meat, vegetables, eggs, or any and every other kind of provisions, expressly for the purpose of supplying the several markets, shall be entirely exempt from paying any levee dues; but the same, and all other description of craft otherwise employed, whether particularly mentioned in this ordinance or not, shall pay duty according to the tariff above ordained.

XIV. It is hereby expressly forbidden to all owners, masters, consignees, or other persons, to sell, or cause to be sold, on board of any of the aforesaid craft, under any pretence whatever, wine, beer, cider, and spirituous liquors, in quantities less than a barrel, under a penalty of fifty dollars for each contravention. It is also expressly forbidden to smoke, or allow to be smoked, meat of any kind on board of said craft, under the penalty, in the manner levied, and on the evidence above-mentioned.

XV. All barges, flatboats, keelboats, or other craft, in which shall be exposed for sale in the port of the port assigned for their accommodation during the said term of twelve days, any produce, goods, or merchandise, brought on board from a distance less than 100 miles above the

city of New Orleans, excepting sugar, molasses, and cotton, the staples of Louisiana, shall be fined in a sum of not less than fifty dollars, nor exceeding 100 dollars.

XVI. In case any person should furnish any false reports relative to the cargoes, owners, or consignees, or the date of such crafts entering the port, or in any manner interfere with or impede the officers of the several municipalities in the free exercise of the duties devolving on them, said person or persons so contravening shall, on conviction, pay a fine of not less than twenty dollars, nor exceeding 100 dollars, for each contravention.

XVII. It shall be obligatory on the part of captains of vessels and steamers, and also on masters, owners, and keepers of all crafts, flatboats, rafts, and floats, to pay the aforesaid duties on board of their respective vessels, a receipt for which shall be delivered to them by the proper officer of each municipality, in order to prove payment thereof, in case any of said vessels, craft, &c., be removed from one division of the port to another.

XVIII. All the fines imposed by this ordinance shall be for the benefit of the municipality within which any contravention thereof may have been committed; the same to be levied on the evidence of the wharfinger, and if voluntarily paid, the receipt for the same shall be given by the treasurer; but if they be resisted, then their recovery shall be effected by and before an authority or court of competent jurisdiction.

* LAWS OF LOUISIANA RESPECTING THE PACKING OF BEEF AND PORK.

MESS PORK—Must consist of the sides of well-fattened, corn-fed hogs, weighing not less than 200 lbs.; and the flanks, with the flabby pieces cut off, may be admitted.

PRIME PORK—May be composed of three shoulders, three half heads, without the ears, snout, or brains; three tail pieces; some flanks and sides, sufficient to form the first and last layers in the barrel.

M. O. (MESS ORDINARY) PORK—Contains too small or lean pork, flabby pieces, or too much of the shoulder, or bony pieces.

P. O. (PRIME ORDINARY) PORK—Is an inferior quality, rendered so by lean meat, bad handling, or too many bony or bloody pieces.

SOFT PORK—Is such as is made from hogs fattened from mass or still slops, or sometimes by being heated. Each barrel must contain 200 lbs. of pork, be filled with the strongest brine, and then fifty lbs. of Turk's island salt added.

MESS BEEF—Must be composed of the choicest sides of well-fattened, stall-fed cattle; only one choice sirloin of rump may be admitted.

PRIME BEEF—May consist of the flanks, half a neck, and legs cut above the knee, and the balance good pieces, with sides enough to form the first layer.

Beef requires more salt than pork.

The charges for inspecting pork and beef are seventy-five cents per barrel, and storage eight cents per month, after the first three days. Sometimes, when the pork has been put up by experienced hands, and is of a superior quality, and contains the amount and quantity of salt required by law, the inspectors will brand the lot by inspecting one-tenth; and then their charges are only twenty cents for branding.

All beef and pork sent to New Orleans for sale, in barrels, is liable to be forfeited if sold without inspection. It may be shipped without inspection, if notice to that effect be lodged at the custom house within twenty-four hours after its arrival.

IMPORTATION OF TOBACCO.

By the law of the 25th of March, 1844, it is enacted:—

SECTION I.—That there shall be appointed by the governor and senate, from time to time, eight inspectors of tobacco for the city of New Orleans, and two inspectors of tobacco for Lafayette. That no owner, nor agent of owners of tobacco, shall offer the same for sale, until it shall have been inspected, under the penalty of fifty dollars for every such offence, and as to each and every hogshead of tobacco.

II. That the owner, or agent of owners of tobacco, brought into the city of New Orleans, and intended for sale therein, are hereby required to give notice to the said inspectors, at their office, that the same may be inspected; and that at least two of the said inspectors shall be present at every inspection, and, in case of disagreement as to quality, a third inspector shall be called to decide; and no inspector appointed in pursuance of this act shall, either directly or indirectly, buy or sell tobacco on his own account, nor act in the sale of tobacco as broker, agent, or factor, for any other person, under the penalty of 400 dollars for every such offence.

III. It shall be the duty of each and every inspector of tobacco, when a hogshead or cask of

tobacco is opened for inspection, to examine the same carefully, in at least three different places, and to have a true and just sample drawn therefrom (and neatly put up by the inspector), for the use of the vendor and purchasers. That in no case shall the brand or other mark be affixed on the hogshhead, cask, or sample, until at least two inspectors have agreed on the quality thereof; the brand or mark to be affixed on the hogshhead or cask to correspond with that on the sample, and classed as follows:—Admitted or refused. That all tobacco shall be classed "Admitted," unless the same shall consist chiefly of ground leaves, decayed, wet, or damaged tobacco, or in a state too moist to keep. That if any hogshhead be partially damaged, to an extent not exceeding ten per cent, said damage shall be cut off, and the samples be marked "Trimmed or cut," and the probable weight cut off, be marked on the label of the sample. That all tobacco shall be classed as "Refused," when damaged to an extent exceeding ten per cent on the nett weight of the hogshhead, or when the same shall consist chiefly of ground leaves, lugs, wet or damaged tobacco, or tobacco in a state too moist to keep: *Provided*, That any person or persons requiring tobacco, in hogshheads or casks, inspected by stripping off the casks, to ascertain the actual tare thereof, and more fully to determine whether the tobacco is firmly packed, and free from trash, shall have that right granted to them by notifying the inspector to that effect. The inspector, in that case, shall cause the hogshhead or cask to be up-ended by the necessary coopers and labourers supplied by the owner or consignee, so that the space of eighteen square feet shall be allowed by the warehouse-keeper for each hogshhead or cask. The inspector shall then cause the hogshhead or cask to be uncased or opened, and the empty hogshhead or cask taken off and weighed, and the tare thereof inscribed thereon; after which, the empty hogshhead or cask shall be returned on the tobacco from which it came, and coopered up in good shipping order, approved by the inspector; for which service the owner or owners, or consignee, shall pay, over and above the charges allowed by law, heretofore provided for, twenty cents per hogshhead, additional fee, to the inspector, and forty cents to the coopers, for such extra labour, and it shall be the duty of the inspector to certify the actual tare in his certificate, and that the cask has been actually stripped.

IV. That if any person or persons shall alter or erase any brand or mark of said inspectors, every person so offending shall forfeit and pay the sum of 100 dollars for every cask, hogshhead, or sample label, the brands or marks of which shall have been so altered or erased.

V. That nothing herein contained shall be construed to extend to tobacco in carrots, or to stripped or stemmed tobacco, or to tobacco stems in hogshheads, nor to leaf tobacco in hogshheads, boxes, or bales, intended for reshipment without sale, unless at the request of the owner of the same.

VI. That, on the passage of this act, the governor shall appoint, with the advice and consent of the senate, suitable tobacco inspectors, according to the provisions of this act, to serve until the 1st day of February, 1845, and for every two years thereafter; and, in case of death or resignation of any of said tobacco inspectors during the recess of the legislature, the governor shall make temporary appointments, which shall expire at the end of the next session thereafter.

VII. That the two inspectors appointed for the city of Lafayette shall be subject to the same duties and penalties, and receive the same compensations that are established and provided in this act for the inspectors of the city of New Orleans.

VIII. That from and after the 1st day of October next, all hogshheads or casks of tobacco, which shall be offered for sale in the city and port of New Orleans, shall be made of well-seasoned timber.

We have but very imperfect accounts of the trade of Louisiana before its cession to the United States, in 1803. The French attempts under M. Crozat, and afterwards under the famous Mississippi Company, did little towards developing the abundant valuable resources of the regions through which the Mississippi river and magnificent tributaries flow. They were, however, its discoverers and explorers. Our statistical accounts of this state begin with its occupation by the citizens of the United States, and in the following tables of imports and exports, which pass nearly all through New Orleans, it must be considered, that the greater part of the foreign trade of the Western States is included.

FOREIGN Trade and Commerce of Louisiana, from 1804 to 1844.

YEARS.	EXPORTS.			IMPORTS.	Duties on Foreign Merchandise Imported.	Drawbacks paid on Foreign Merchandise Exported.	Registered Tonnage.
	Domestic.	Foreign.	TOTAL.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	tons.
1804	1,302,093	208,209	1,000,302	.....	285,729	1,820	5,468 49
1805	2,338,483	1,033,062	3,371,545	.....	435,140	97,111	8,261 12
1806	2,357,141	1,530,182	3,887,323	.....	551,321	166,069	9,735 33
1807	3,161,381	1,159,174	4,320,555	.....	638,211	130,302	12,778 68
1808	5,177,711	723,300	1,201,101	.....	171,475	75,297	13,629 56
1809	344,303	197,021	541,924	.....	149,119	7,669	9,805 86
1810	1,753,974	136,978	1,890,952	.....	270,386	19,310	11,386 45
1811	2,501,842	148,208	2,650,050	.....	166,029	6,091	11,713 90
1812	1,025,602	34,869	1,060,471	.....	165,109	5,710	12,182 03
1813	1,013,667	31,486	1,045,153	.....	235,982	5,792	8,708 86
1814	383,709	3,482	387,191	.....	100,435	2,367	6,952 53
1815	5,055,858	46,752	5,102,610	.....	944,399	590	13,765 48
1816	5,251,833	351,115	5,602,948	.....	1,329,616	44,077	8,348 16
1817	8,241,254	783,558	9,024,812	.....	1,161,261	146,471	10,986 86
1818	12,176,910	747,309	12,924,309	.....	.....	.....	20,352 60
1819	8,950,921	817,832	9,768,753	.....	983,768	103,713	20,046 45
1820	7,242,415	353,742	7,596,157	.....	471,173	54,569	14,325 42
1821	6,907,509	36,573	7,272,172	3,379,717	793,260	24,623	16,244 45
1822	7,303,461	675,184	7,978,645	3,817,238	849,380	24,663	13,922 52
1823	6,769,410	1,009,682	7,779,072	4,283,125	904,457	121,269	11,634 61
1824	6,442,916	1,485,874	7,928,820	4,530,769	911,071	230,242	11,270 84
1825	10,565,234	1,617,600	12,582,924	4,290,034	1,117,372	310,436	11,797 31
1826	9,018,600	1,235,874	10,284,380	4,167,821	645,281	218,410	15,357 27
1827	10,602,832	1,126,165	11,728,997	4,631,645	1,409,194	170,796	13,562 16
1828	10,163,342	1,784,058	11,947,400	6,217,881	1,423,177	329,457	19,447 72
1829	10,408,183	1,487,877	12,386,060	6,857,266	1,830,515	235,531	18,737 25
1830	13,042,740	2,415,952	15,488,692	7,599,083	2,087,451	495,002	13,234 27
1831	12,835,531	3,926,158	16,761,989	9,766,093	2,590,922	1,039,172	16,408 57
1832	14,105,118	2,425,812	16,530,930	8,847,653	1,647,501	1,078,227	21,888 88
1833	16,133,457	2,807,916	18,941,373	9,590,505	1,174,390	717,116	18,350 44
1834	23,798,607	2,797,917	26,557,524	13,781,809	1,553,019	584,332	25,241 35
1835	31,265,015	5,005,808	36,270,823	17,519,814	2,477,950	941,055	28,244 93
1836	32,226,565	4,953,263	37,179,828	15,117,649	2,265,592	1,024,156	26,744 92
1837	31,546,275	3,792,422	35,338,697	14,020,012	.....	.....	31,383 83
1838	30,077,334	1,424,714	31,502,248	9,496,808	.....	.....	39,503 08
1839	30,905,936	2,188,231	33,181,167	12,864,912	.....	.....	.....
1840	32,898,059	1,238,677	34,136,936	10,677,190	.....	.....	.....
1841	32,865,618	1,521,865	34,387,483	10,250,350	.....	.....	.....
1842	27,427,422	976,727	28,404,149	8,033,591	.....	.....	.....
1843*	26,653,924	736,500	27,390,424	8,170,015	.....	.....	.....
1844 .....	.....	.....	.....	.....	.....	.....	.....

* For the nine months ending 30th of June.

NAVIGATION AND TRADE OF NEW ORLEANS.

NUMBER of Vessels arrived during the following Years at the Port of New Orleans.

	1834-35	1835-36	1836-37	1837-38	1838-39	1839-40	1840-41	1841-42	1842-43	1843-44
Ships arrived ..	507	498	499	582	531	563	505	599	679	665
Barks ..	.....	.....	.....	.....	146	177	191	198	283	256
Brigs ..	490	472	430	464	407	435	325	270	532	378
Schooners ..	614	500	549	579	716	682	532	327	524	380
Total	1611	1520	1478	1625	1800	1847	1643	1403	2018	1686
Steamboats	1172	1872	1549	1551	1568	1937	2187	2132	2324	2570

Up to 1828, the greatest amount of tonnage which entered in one year was 57,000 tons. In 1838, ten years afterwards, the amount of tonnage entered at the custom house was—foreign vessels from foreign countries, 45,232 tons; American vessels from foreign parts, 137,242 tons; American coasting vessels, 257,259 tons.—Total, 449,733 tons.

The whole history of navigation does not exhibit so rapid an increase of shipping entering any port in the world. The foreign arrivals were chiefly British.

Speaking of the value of imports into New Orleans, a great authority, Mr. Littlefield, in a letter to Mr. Freeman Hunt, the editor of the "Merchants' Magazine," says: "As regards the value of imports into New Orleans for the year ending September 1, 1843, I went no farther than the specie, and the value of the most prominent articles received from the interior; which latter, according to a table which you will find in the annual statement, amounted, in round numbers, to about 54,000,000 dollars. Add to this the amount of specie, and you have a total value of 64,500,000 dollars, exclusive of all the imports of merchandise by sea, whether from foreign countries or

United States' ports, except cotton from Texas. No record exists of the value of the immense supplies of manufactured and other goods brought to our city from coastwise ports, from the extremity of Maine to the Gulf of Mexico. Could this be ascertained, and added to the amount of foreign merchandise received, it would, with the other items above-stated, probably give, as the value of imports into New Orleans, for the year ending September 1, 1843, a grand total of at least \$0,000,000 dollars."

TONNAGE of Vessels entered in the Port of New Orleans during the Years 1832 to 1844.

	tons.		tons.
1832.....	253,061 00	1839.....	439,405 00
1833.....	301,470 00	1840.....	549,847 00
1834.....	333,035 00	1841.....	321,044 00
1835.....	359,411 00	1842.....	
1836.....	335,721 00	1843.....	
1837.....	373,460 00	1844.....	
1838.....	440,717 00		

TONNAGE of Vessels cleared from the Port of New Orleans during the Years 1832 to 1844.

	tons.		tons.
1832.....	267,517 00	1839.....	483,931 00
1833.....	290,088 00	1840.....	542,237 00
1834.....	327,253 00	1841.....	517,069 00
1835.....	353,480 00	1842.....	
1836.....	364,501 00	1843.....	
1837.....	385,403 00	1844.....	
1838.....	432,429 00		

VALUE of Goods, Wares, and Merchandise, of the Growth, Produce, and Manufacture of the United States and Foreign Countries, exported from the City of New Orleans, from 1832 to 1844, as compiled at the Custom house, New Orleans, for the Merchants' Transcript.

YEARS.	GOODS, WARES, &c., PRODUCE OF THE UNITED STATES.			FOREIGN MANUFACTURES.	
	Coastwise.	Foreign Ports. In American Vessels.	Foreign Ports. In Foreign Vessels.	In American Vessels.	In Foreign Vessels.
	dollars.	dollars.	dollars.	dollars.	dollars.
1832.....	9,057,614	16,132,775	4,821,853	1,377,811	665,047
1833.....	9,930,086	10,306,769	5,311,830	2,045,754	597,800
1834.....	10,915,560	18,077,642	6,576,027	1,516,015	2,076,145
1835.....	13,331,923	22,811,792	7,012,850	2,138,919	2,624,489
1836.....	15,115,705	27,523,532	4,572,535	4,257,143	981,298
1837.....	14,910,393	24,137,933	5,557,485	2,398,505	669,124
1838.....	14,509,313	25,093,111	3,962,184	1,042,807	389,316
1839.....	21,960,859	27,697,064	6,882,687	1,506,984	538,028
1840.....	15,271,776	26,202,897	5,575,307	1,017,200	204,635
1841.....	10,443,787	28,859,442	9,240,089	993,464	582,531
1842.....					
1843.....					
1844.....					

STATEMENT of the Number of Bales of Cotton shipped at New Orleans in each Year, from 1819 to 1834, inclusive, with the Countries respectively to which it was shipped.

YEARS.	London.	Liverpool.	Cork, &c.	Glasgow.	France.	Northern Europe.	Northern States.	TOTAL.
	bales.	bales.	bales.	bales.	bales.	bales.	bales.	bales.
1819.....	....	....	....	....	....	....	....	99,013
1820.....	....	56,085	3318	4,340	28,440	3,874	16,904	112,961
1821.....	803	46,830	3466	1,854	38,858	9,104	35,789	136,770
1822.....	611	56,354	....	3,914	33,557	10,164	51,430	156,030
1823.....	144	88,180	5508	6,853	25,789	5,363	30,594	171,431
1824.....	399	56,977	614	5,252	35,059	615	46,507	145,433
1825.....	25	92,301	1978	7,609	32,834	773	66,795	204,306
1826.....	....	108,043	5108	3,112	63,760	4,631	66,487	261,791
1827.....	....	178,434	1270	12,743	60,101	9,279	67,028	328,835
1828.....	70	133,196	2720	6,502	70,130	6,822	85,835	305,335
1829.....	1550	119,036	1443	8,485	81,939	14,289	41,050	267,792
1830.....	....	179,828	943	16,413	94,129	4,828	56,088	332,223
1831.....	66	203,129	3808	15,303	60,913	5,307	135,360	423,971
1832.....	....	192,838	2588	6,227	77,122	11,969	63,934	354,878
1833.....	336	216,479	650	8,069	82,304	5,028	92,667	405,539
1834.....	244	271,368	2409	13,056	100,225	11,132	61,825	461,249

STATEMENT showing the Receipts of the Principal Articles from the Interior, during the Years ending 31st of August, 1843-4, with their Estimated Average and Total Value.

ARTICLES.	1843-44			1842-43
	Quantity.	Average.	Value.	Value.
		dollars. cts.	dollars.	dollars.
Apples.....barrels	43,969	2 00	87,938	67,803
Bacon, assorted.....hhds. and casks	19,363	25 00	479,075	16,599
Ditto, do.....boxes	556	14 00	7,784	
Ditto hams.....hhds. and tierces	19,079	30 00	572,100	13,589
Ditto, in bulk.....lbs.	1,203,821	0 03	36,114	1,453,798
Bagging.....pieces	100,216	10 00	1,002,160	89,721
Bale rope.....coils	83 684	6 00	502,104	80,932
Beans.....barrels	7,619	3 50	26,666	9,878
Butter.....kegs and firkins	18,831	4 00	75,324	18,630
Ditto.....barrels	500	12 00	6 000	894
Bees-wax.....do.	1,900	40 00	76,360	988
Ditto.....lbs.	510	0 27	135	2,677
Beef.....barrels	49,363	4 50	222,133	17,549
Ditto, dried.....hhds.	460	33 00	15,840	
Buffalo robes.....lb.	55,619	0 06	3,336	51,400
Buffalo robes.....packs	4,901	40 00	217,800	5,135
Cotton.....bales	910,854	32 00	29,147,328	
— Lake and Mississippi.....do.	.....	.....	.....	824,045
— Lake.....do.	.....	.....	.....	14,280
— North Alabama and Tennessee.....do.	.....	.....	.....	191,410
— Arkansas.....do.	.....	.....	.....	30,511
— Mobile.....do.	.....	.....	.....	10,687
— Florida.....do.	.....	.....	.....	3,381
— Texas.....do.	.....	.....	.....	15,328
Corn meal.....barrels	3,769	3 00	11,307	8,415
— in ear.....do.	165,354	0 50	82,677	255,038
— shelled.....sacks	360,052	0 30	324,468	427,552
Cheese.....casks	12,583	12 00	150,996	3,502
Candles.....boxes	3,013	3 00	10,239	1,201
Cider.....barrels	1,419	3 50	4,961	1,020
Coal, western.....do.	227,788	0 45	102,492	255,568
Dried apples and peaches.....do.	2,001	2 50	5,002	1,676
Feathers.....bags	4,568	15 00	67,850	2,464
Flaxseed.....tierces	4,773	7 50	32,047	13,480
Flour.....barrels	592,507	4 00	2,018,028	521,175
Furs.....hhds., bundles, and boxes	.....	.....	800,000	336
Hemp.....bundles	38,062	11 00	418,682	14,873
Hides.....number	76,490	1 25	95,512	45,957
Horns.....	.....	.....	.....	1,700
Hay.....bundles	35,132	2 00	70,264	28,059
Iron, pig.....tons	100	25 00	2,500	211
Lard.....hhds.	212	45 00	9,540	1,433
— barrels	119,717	11 00	1,316,887	104,540
— kegs	373,341	2 25	840,017	307,871
Leather.....bundles	1,785	18 00	32,130	
Lame, western.....barrels	3,767	1 00	3,767	1,159
Lead.....pigs	639,269	2 15	1,374,428	571,949
— bar.....kegs and boxes	831	12 00	10,212	701
— white.....do.	.....	.....	.....	50
Molasses (estimated crop).....gallons	5,000,000	0 20	1,000,000	
Oats.....barrels	30,432	0 75	22,824	120,480
Onions.....do.	6,443	2 00	12,886	4,614
Oil, linseed.....do.	2,260	30 00	67,800	1,356
— castor.....do.	2,757	32 00	88,224	4,576
— lard.....do.	2,647	30 00	52,940	1,818
Peach brandy.....do.	49	13 00	637	72
Pickles.....kegs and barrels	.....	.....	.....	445
Potatoes.....barrels	56,587	2 00	113,174	48,060
Pork.....do.	412,028	6 50	2,684,052	204,643
— hhds.	8,800	20 00	176,000	2,371
— in bulk.....lbs.	7,792,000	0 03	243,725	6,814,750
Porter and ale.....barrels	604	5 00	3,020	1,080
Packing yarn.....reels	1,164	4 00	4,656	1,465
Skins, deer.....packs	1,939	25 00	48,475	1,496
— bear.....do.	69	15 00	1,035	97
Shoe.....kegs	4,714	13 00	61,282	1,588
Soap.....boxes	7,394	3 00	22,197	2,627
Shingles.....do.	.....	.....	.....	147,000
Staves.....boxes	1,393,000	25 00	3,482,500	1,155,400
Sugar (estimated crop).....hhds.	148,316	60 00	8,418,960	6,595
Spanish moss.....bales	2,347	6 00	14,622	
Tallow.....barrels	7,323	13 50	98,310	6,595
Tobacco, leaf.....hhds.	70,435	40 00	2,817,400	91,454
— strips.....do.	12,000	100 00	1,200,000	
— chewing.....kegs and boxes	7,695	12 00	92,540	4,902
— ..do.....bales	4 771	2 50	11,927	3,008
Twine.....bundles and boxes	2,009	5 00	10,495	1,903
Vinegar.....barrels	318	2 50	795	
Whiskey.....do.	86,947	7 80	652,102	83,597
Window glass.....boxes	2,066	4 00	8,264	2,342
Wheat.....barrels and sacks	46,014	2 25	103,531	118,248
Other various articles, estimated at.....	.....	.....	4,000,000	4,000,000
Total value.....	.....	.....	65,663,866	53,728,054

IMPORTS from the Interior into New Orleans, for Ten Years, Commencing the 1st of September and ending the 31st of August, in each Year.

ARTICLES.	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833
Apples.....brls.	26,443	27,244	24,367	6,724	27,561	18,840	23,315	2,359	10,469	11,954
Bacon, assorted.....hhds.										
casks, and boxes	13,505	11,231	7,350	13,748	11,715	8,131	7,474	9,685	5,576	4,466
hams.....hhds. and boxes	9,220	6,111	4,412	6,249	5,565	6,429	7,663	9,310	8,046	1,836
in bulk.....lbs.	1,288,109	2,593,637	1,117,987	1,501,000	985,250	1,492,877	893,188	1,525,059	567,324	670,693
Bagging, Kentucky...pieces	60,307	70,976	66,898	49,697	48,364	30,447	55,100	47,503	21,921	31,965
Bale rope, ditto.....coils	63,307	65,613	47,970	62,602	61,005	21,260	33,033	30,923	21,051	22,660
Beans.....brls.	10,993	14,281	2,026	405	4,015	5,519	1,946	312	1,159	18,864
Butter.....kegs and firkins	11,791	14,074	10,420	7,657	11,967	7,369	6,478	5,930	7,804	8,847
.....brls.	284	663	790	429	279	199	382	64	80	160
Bee's-wax.....brls. and boxes	343	306	254	176	118	219	295	220	479	565
.....lbs.	3,300	10,070	10,573	4,250	7,903	1,800	20,990	51,435	28,250	50
Beef.....brls.	17,455	33,262	10,843	10,777	6,153	9,859	9,618	10,119	5,401	5,331
dried.....lbs.	60,812	70,100	39,120	38,090	44,050	130,640	115,223	30,662	59,160	103,410
Buffalo robes.....packs	3,122	2,887	5,447	4,035	2,929	4,816	3,800	2,493	1,626	1,937
COTTON.										
Louisiana and Mississippi.....bales	583,328	677,343	747,804	460,231	580,406	443,307	355,149	249,805	311,383	267,728
Lake.....do.	8,967	5,163	14,960	12,156	13,826	11,643	11,166	10,848	9,302	11,074
North Alabama and Tennessee.....do.	118,629	118,122	155,460	69,347	124,539	132,040	56,700	149,181	134,482	93,303
Arkansas.....do.	16,734	11,149	13,767	7,003	11,969	7,161	7,738	3,134	1,616	2,702
Mobile.....do.	4,565	5,881	15,649	16,768	23,301	7,655	16,472	17,456	5,063	1,533
Florida.....do.	2,831	731	2,727	1,080	5,437	1,053	6,882	2,761	5,321	6,278
Texas.....do.	5,101	4,481	3,982	2,929	3,332	2,974	3,335	2,964	917	155
Corn-mal.....brls.	6,023	2,234	1,447	3,682	3,119	2,092	8,703	1,518	1,665	2,983
in ears.....do.	240,676	108,639	152,968	161,918	270,924	19,103	256,375	262,410	97,773	91,473
shelled.....sacks	338,709	268,537	278,358	338,795	177,751	360,090	287,182	102,346	64,137	65,020
Cheese.....casks	2,710	1,832	428	319	510	201	291	173	117	153
Cider.....brls.	1,130	644	521	184	1,627	735	1,790	22	1,199	898
Coal, western.....do.	110,583	221,233	99,015	94,362	99,320	61,118	85,328	45,756	24,120	50,000
Flaxseed.....do.	709	742	723	316	841	1,220	3,381	6,268	3,720	910
Flour.....do.	439,688	496,194	489,232	434,984	320,208	253,500	287,232	286,534	345,831	233,742
Furs.....hhds., bundles, and boxes	1,837	1,851	1,343	424	664	583	1,922	2,792	552	1,261
Hemp.....bundles	1,211	450	500	4,044	450	..	7	..	32	375
Hides.....do.	26,109	25,552	29,902	10,582	12,235	22,287	21,926	35,716	40,679	22,362
Hay.....bundles	20,166	21,425	7,603	9,915	13,225	20,594	15,982	1,301	823	1,634
Iron, pig.....tons	322	512	1,001	411	1,834	415	1,048	3,526	3,763	1,144
Lard.....brls.	18,207	6,672	5,007	8,620	3,737	3,664	1,671	3,322	2,359	666
.....kegs	306,604	311,710	177,303	218,387	224,388	203,825	188,739	230,552	192,655	128,019
Lime, Western.....brls.	840	2,406	1,020	900	590	590	500	1,332	3,820	1,042
Lead, pig.....pigs	472,556	433,467	307,397	309,528	294,148	260,223	313,705	225,386	203,999	163,393
bar.....kegs and boxes	1,084	601	863	807	1,530	431	760	627	2,367	1,026
Oats.....brls.	63,281	54,250	42,885	38,708	25,514	32,180	18,132	14,264	18,206	9,029
Onions.....do.	3,338	6,457	2,871	441	1,005	4,642	3,532	361	8,772	610
Oil, linseed.....do.	305	414	195	180	400	249	150	613	514	488
castor.....do.	3,066	1,115	609	357	561	905	1,220	495	363	274
Potatoes.....do.	26,201	28,468	21,469	6,254	16,565	26,599	14,122	4,981	4,537	46,343
Pork.....do.	244,442	216,974	120,008	166,071	139,463	115,580	79,505	92,172	91,998	59,241
.....hhds.	946	763	1,067	1,160	1,523	531	87	121	298	175
in bulk.....lbs.	4,051,800	9,744,220	5,090,587	7,102,136	3,474,076	8,939,135	5,416,976	7,160,934	2,803,800	4,196,102
Packing and hempen yarn.....reels	1,888	505	842	1,040	565	178	..	916	63	85
Skins, deer and bear.....packs	3,309	1,676	2,221	3,257	2,938	4,073	4,403	2,792	5,264	5,534
Shot.....kegs	3,416	6,501	1,442	1,345	1,962	1,891	1,313	2,444	1,920	1,160
Tallow.....brls.	5,071	937	200	748	135	78	335	440	712	1,954
Tobacco, leaf.....hhds.	66,835	53,170	43,827	28,153	37,588	28,501	50,555	35,000	25,871	20,027
chewing.....kegs and boxes	3,618	3,935	912	1,850	4,000	1,427	1,109	1,383	2,390	2,825
.....bales	3,208	1,226	280	1,386	141	1,533	1,490	3,204	1,277	2,784
Twine.....bundles	1,175	905	932	806	654	227	354	439	249	267
Whiskey.....brls.	63,345	73,873	55,857	29,353	51,540	44,540	31,929	35,220	32,182	31,970
Window glass.....boxes	2,761	760	2,373	2,732	2,859	2,059	2,864	7,904	3,538	2,222
Wheat.....brls. and sacks	134,886	2,021	63,015	17,280	2,027	6,422	1,090	10,038	..	..

THE following Table shows the Comparative Imports, Exports, and Stocks of Cotton and Tobacco, at New Orleans for Ten Years, from the 1st of September, to the 31st of August, in each Year.

YEARS.	COTTON.			TOBACCO.		
	Imports.	Exports.	Stocks.	Imports.	Exports.	Stocks.
1842-44.....	bales. 910,854	bales. 896,375	bales. 12,934	hhds. 82,435	hhds. 81,249	hhds. 4,859
1842-43.....	1,089,642	1,088,870	4,700	92,300	80,890	4,873
1841-42.....	740,155	749,287	4,428	67,653	68,086	2,255
1840-41.....	822,870	821,298	14,490	53,170	54,667	2,758
1839-40.....	954,445	949,320	17,867	43,827	40,436	4,409
1838-39.....	578,514	579,179	10,308	28,153	30,780	1,294
1837-38.....	742,720	738,313	9,570	37,588	35,565	3,834
1836-37.....	605,813	588,969	20,678	28,601	35,821	3,657
1835-36.....	485,442	490,495	4,886	50,555	43,028	10,456
1834-35.....	330,172	536,991	3,649	25,659	33,801	1,821

Exports of Cotton and Tobacco, from New Orleans, for Ten Years, commencing 1st of September and ending 31st of August.

EXPORTED TO	BALES OF COTTON.										HOGSHEADS OF TOBACCO.										
	1843-44	1842-43	1841-42	1840-41	1839-40	1838-39	1837-38	1836-37	1835-36	1834-35	1843-44	1842-43	1841-42	1840-41	1839-40	1837-38	1836-37	1835-36	1834-35	1833-36	
Liverpool	498,817	694,681	393,990	396,010	459,943	297,793	466,586	329,436	227,330	245,221	8,608	6,788	5,930	5,292	3,927	4,118	2,692	1,913	3,063	2,016	
London	518	61	38	304	113	6	123	41	45	45	8,291	5,851	7,212	8,732	3,320	3,570	1,913	3,603	2,063		
Glasgow and Greenock ..	21,265	15,374	20,413	26,603	7,399	16,147	17,077	12,601	12,601	12,601	45	45	156	156	992	871	3,695	5,126	975		
Calcutta, Bombay, &c. ..	1,993	15,831	10,740	9,188	13,560	2,398	48	2,665	1,287	1,287	156	156	156	156	992	871	3,695	5,126	975		
Canton, Amoy, &c.	2,182	2,229	1,108	4,383	4,349	2,139	1,108	1,108	1,108	1,108	1,108	1,108	1,108	1,108	1,108	1,108	1,108	1,108	1,108		
Hankow	107,973	189,651	161,103	187,277	206,311	110,974	110,384	113,155	106,126	106,126	196,505	4,468	4,037	4,224	3,655	1,455	2,858	2,447	384		
Bombay	1,418	2,86	2,247	2,807	6,581	1,344	4,407	6,100	4,137	2,293	1,156	2,332	1,004	814	1,107	315	504	280	654		
Madras	7,462	9,982	17,092	21,003	21,999	1,394	7,129	9,110	16,205	8,055	5,102	4,665	1,538	1,774	1,844	315	504	280	654		
Nants, Cotte, & Rouen ..	3,127	8,473	2,830	1,914	3,688	2,070	6,343	5,165	6,672	5,017	5,017	5,017	5,017	5,017	5,017	5,017	5,017	5,017	5,017		
Amsterdam	1,369	2,892	2,830	...	...	48	932	932	2,130	2,130	2,130	2,130	2,130	2,130	2,130	2,130	2,130	2,130	2,130	
Rotterdam and Ghent ..	2,173	2,907	...	...	...	...	...	...	...	...	3,717	2,700	1,138	...	...	224	...	1,254	671	
Bremen	2,770	13,303	6,369	1,706	1,081	47	536	123	3,039	3,039	917	2,033	1,899	4,012	2,464	1,566	1,500	3,736	299		
Antwerp, &c.	4,459	17,631	5,269	2,964	7,371	...	1,798	2,782	5,348	5,348	1,122	2,178	5,637	3,690	1,219	1,090	...	713	1,011		
Hamburg	3,156	13,654	5,678	2,943	6,846	310	3,149	2,538	4,330	4,330	1,653	2,303	1,477	3,401	1,064	1,465	...	906	674		
Gottenburg	402	114	286	2,593	5,994	947	343	533	1,025	1,025	532	734	963	946	1,559	745	939	576	342		
Spain and Gibraltar	33,151	21,177	12,818	19,002	30,594	3,380	9,459	1,807	321	...	1,061	1,405	791	4,142	3,843	3,400	1,542	1,028	414		
West India	19,704	17,652	10,610	16,901	25,632	4,829	5,910	7,875	10,239	5,568	1,556	1,760	550	2	44	598	563	...	394		
Genoa, Trieste, &c.	4,303	1,342	174	90	1,044	113	992	233	2,117	...	1,177	217	510	667	343	315	196	612	274		
Other foreign ports	1,209	4,036	31,215	55,330	46,334	61,175	39,384	33,022	20,010	32,678	6,560	10,335	7,090	7,466	8,132	8,174	9,728	4,838	9,544		
New York	72,400	73,891	54,062	81,626	54,042	49,497	39,453	39,244	35,082	42,028	9,566	3,650	2,351	3,109	2,868	2,816	2,616	3,320	2,795		
Boston	211	674	1,910	3,132	3,132	1,111	1,607	1,177	3,211	5,431	5,431	5,431	5,431	5,431	5,431	5,431	5,431	5,431	5,431		
Providence, R. I.	6,919	3,253	2,846	5,721	6,165	6,771	6,321	6,453	6,767	7,018	1,286	2,445	936	2,126	1,963	1,291	1,649	1,404	2,043		
Philadelphia	4,693	3,276	1,703	4,832	3,045	3,450	6,341	2,785	1,128	989	1,167	2,433	209	517	219	296	770	841	878		
Baltimore	4,136	...	2,658	9,025	5,069	5,669	4,519	8,914	11,949	8,707	8,707	8,707	8,707	8,707	8,707	8,707	8,707	8,707	8,707		
Portsmouth	3,250	2,000	3,000	381	6,020	7,171	5,026	3,781	2,098	5,741	1,100	2,194	225	287	482	225	617	916	3,691		
Other coastwise ports ..	2,500	2,000	1,722	
Western states	2,500	2,000	1,722	
Total	805,375	1,088,870	749,267	821,288	940,320	579,179	738,313	556,969	336,991	336,991	51,249	50,891	51,036	54,667	40,436	30,780	33,555	31,821	41,634	33,801	

RECAPITULATION.																				
Great Britain	827,875	679,438	421,430	430,310	504,768	309,787	483,804	350,700	237,089	250,248	22,523	27,437	30,969	30,663	9,139	8,748	9,569	10,458	14,456	5,934
France	119,980	160,878	183,272	183,931	240,480	120,767	128,393	133,536	132,140	141,872	11,104	11,645	6,875	6,812	6,606	1,770	4,678	4,678	4,678	5,934
North of Europe	17,807	50,842	21,207	9,856	25,722	1,469	7,360	6,431	17,989	4,860	20,175	21,618	20,332	8,040	6,905	2,654	2,438	2,438	2,438	3,586
S. of Europe and China ..	32,865	42,543	36,364	36,364	36,364	9,424	13,042	13,172	12,063	6,904	14,349	7,336	9,053	5,435	5,002	4,806	2,860	2,860	2,860	1,881
Coastwise	176,935	134,123	99,832	160,847	122,566	137,734	103,234	55,136	90,194	124,322	13,098	21,665	10,810	13,703	13,684	19,509	15,410	11,309	18,981	19,583
Total	805,375	1,088,870	749,267	821,288	940,320	579,179	738,313	556,969	336,991	336,991	51,249	50,891	51,036	54,667	40,436	30,780	33,555	31,821	41,634	33,801

**EXPORTS of Sugar and Molasses, from New Orleans, for Five Years (up the river excepted),
from 1st of September to 31st of August.**

EXPORTED TO	SUGAR.		MOLASSES.	
	hogsheads.	barrels.	hogsheads.	barrels.
1843-44.				
New York	11,422	217	1,852	15,744
Philadelphia	8,478	697	354	4,214
Charleston, South Carolina	1,502			5,467
Savannah	483			1,254
Providence and Bristol, Rhode Island			475	55
Boston	217			1,001
Baltimore	5,492		586	5,231
Norfolk	562			2,039
Richmond and Petersburg, Virginia	1,590			1,781
Alexandria, district of Columbia	280			350
Mobile	3,257	17		2,836
Apalachicola and Pensacola	1,070	514		2,440
Other ports	42		112	750
Total.....	34,395		3,400	42,962
1842-43				
New York	31,549		7,285	28,080
Philadelphia	11,474	704	1,288	9,001
Charleston, North Carolina	1,090	100	63	3,986
Savannah	240			1,040
Providence and Bristol, Rhode Island			596	106
Boston	2,814		978	4,809
Baltimore	8,660	663	1,162	8,159
Norfolk	610	28		947
Richmond and Peter-burg, Virginia	2,337		216	2,316
Alexandria, district of Columbia	692			675
Mobile	3,011	375		3,313
Apalachicola and Pensacola	565	306		2,260
Other ports	102	100	800	1,369
Total.....	66,044		12,366	66,901
1841-42.				
New York	13,620	405	6,377	23,325
Philadelphia	4,170	438	882	2,169
Charleston, North Carolina	614	2	270	3,311
Savannah	313			836
Providence and Bristol, Rhode Island			345	347
Boston	212	58	411	3,208
Baltimore	6,504	288	826	11,812
Norfolk	304			1,242
Richmond and Peter-burg, Virginia	1,419	56	11	2,843
Alexandria, district of Columbia	539		192	931
Mobile	759	102		4,190
Apalachicola and Pensacola	517	544		1,290
Other ports	303	335		1,378
Total	29,334		9,314	57,165
1840-41				
New York	18,769	822	5,490	17,081
Philadelphia	6,726	431	1,002	4,694
Charleston, South Carolina	1,716	1	550	5,216
Savannah	357	39		1,008
Providence and Bristol, Rhode Island		3		103
Boston	422	114	208	2,756
Baltimore	7,588	48	1,682	7,275
Norfolk	664	48	350	530
Richmond and Petersburg, Virginia	1,520	63	51	716
Alexandria, district of Columbia	374		85	153
Mobile	1,530	445		4,748
Apalachicola and Pensacola	566	782		1,174
Other ports	304	1203	1,124	2,601
Total	40,526	4092	11,384	48,104
1839-40				
New York.....	18,556	598	3,511	15,105
Philadelphia.....	8,922	134	902	3,078
Charleston, South Carolina.....	1,513	88		2,309
Savannah.....	722		117	1,309
Providence and Bristol, Rhode Island.....	20	12	99	251
Boston.....	951	327	811	4,451
Baltimore.....	8,463	942	1,267	5,850
Norfolk.....	819	553	50	971
Richmond and Petersburg, Virginia.....	1,023	179	89	1,094
Alexandria, district of Columbia.....	372			88
Mobile.....	2,214	315	38	3,867
Apalachicola and Pensacola.....	947	1667		2,710
Other ports	224	1880	1,942	nts, five acac
Total.....	45,296	6595	8,937	

EXPORTED TO		SUGAR.		MOLASSES.	
1838-39		hogsheads.	barrels.	hogsheads.	barrels.
New York.....		0,911	229	7,064	3,844
Philadelphia.....		4,510	126	173	753
Charleston, South Carolina.....		1,535	97	803	2,844
Savannah.....		670	30	182	1,174
Providence and Bristol, Rhode Island.....		3	3	275	606
Boston.....		1,012	131	456	328
Baltimore.....		5,804	79	1,734	8,552
Norfolk.....		659	5	.....	291
Richmond and Petersburg, Virginia.....		1,215	19	231	785
Alexandria, district of Columbia.....		137	.....	.....	399
Mobile.....		1,816	140	.....	2,009
Apalachicola and Pensacola.....		457	601	232	1,542
Other ports.....		480	1,773	1,387	1,405
Total.....		28,815	2793	13,115	20,432
1837-38					
New York.....		12,593	75	4,897	8,536
Philadelphia.....		5,417	.....	782	725
Charleston, South Carolina.....		1,745	.....	591	3,596
Savannah.....		404	81	.....	1,322
Providence and Bristol, Rhode Island.....		29	.....	383	102
Boston.....		415	.....	227	1,820
Baltimore.....		4,867	.....	1,216	3,666
Norfolk.....		188	.....	.....	770
Richmond and Petersburg, Virginia.....		1,039	110	236	1,678
Alexandria, district of Columbia.....		59	15	257	108
Mobile.....		1,271	234	.....	2,018
Apalachicola and Pensacola.....		397	1,271	15	900
Other ports.....		227	1,910	1,610	2,441
Total.....		28,651	3696	10,214	27,748

IMPORTS of Sugars, Coffee, and Salt, imported into New Orleans, for the Years 1841-2 to 1843-4, inclusive.

FROM WHENCE IMPORTED.	1841-2.	1842-3.	1843-4.
Sugar, from Havanna.....boxes	7,736	2,233	10,152
Coffee, from Havanna.....bags	37,809	60,183	52,857
Do, do Rio.....do.	12,666	85,438	101,082
Salt, from Liverpool.....sack	156,781	239,127	302,350
Do, do, Turk's I-land.....bushels	113,400	129,520	309,450

Sugar produced.—The growth of the cane, though one of the most valuable, is the most uncertain. Of 126,400,310 lbs. of cane, maple, and other sugars produced in all the states, in 1843, Louisiana yielded 97,173,500 lbs. of cane sugar. There were, during that year, 668 sugar plantations; of which 301 worked by steam, and the number of slaves employed were about 26,000.

For further details of the Trade and Navigation of Louisiana and New Orleans, see Internal Trade, Cotton Trade, Sugar Trade, and general Foreign Trade and Navigation of the United States hereafter.

STATEMENT of Exports, by Sea, out of the State, from the Port of Franklin, District of Teche, 144 miles west of New Orleans, from the 30th of September, 1842, to the 30th of June, 1843.

EXPORTED TO		SUGAR.		MOLASSES.		LIVE OAK.	MOSS.
		hogsheads.	barrels.	hogsheads.	barrels.	feet.	bales.
Portsmouth.....		.....	.....	.....	.....	12,300	.....
Norfolk.....		270	.....	42	318	36,000	.....
Charleston.....		1481	.....	10	1722	.....	.....
New York.....		2138	1	3727	1445	33,400	39
Mobile.....		317	.....	176	458	.....	.....
Richmond.....		507	.....	119	149	.....	.....
Philadelphia.....		503	25	.....	500	.....	47
Baltimore.....		115	.....	100	140	.....	.....
Newhaven.....		.....	.....	300	.....	.....	9
Total.....		5331	26	4374	4732	81,700	95

STATEMENT of the Number of Vessels, Outward and Inward, at the Port of Franklin.

OUTWARD BOUND.			INWARD BOUND.		
From	Number of Vessels.	TOTAL.	From	Number of Vessels.	TOTAL.
Dec. 31, 1842.....	21	2,618 92	Sept. 30, to Dec. 31, 1842.....	32	3,822 10
to March 31, 1843.....	47	5,573 00	Dec. 3, 1842, to March 31, 1843	43	4,605 46
June 30, 1843.....	26	2,866 69	March 31, to June 30, 1843.....	16	1,983 75
.....	94	11,058 60	Total.....	91	10,641 36

EXPORTS of Flour, Pork, Bacon, Lard, Beef, Lead, Whiskey, and Corn, from New Orleans, for Five Years, from the 31st of September to the 31st of August.

DESTINATION.	Flour.	Pork.	Bacon.	Lard.	Beef.	Lead.	Whisky.	Corn.
1843-44 *	barrels.	barrels.	hhd.	kegs.	barrels.	pgs.	barrels.	sacks.
New York.....	48,323	219,766	5,104	321,776	9,112	601,834	2,216	41,367
Boston.....	63,653	109,410	1,742	216,773	5,871	111,614	138	27,536
Philadelphia.....	.....	13,702	1,718	30,493	1,042	53,901	730	.....
Baltimore.....	.....	11,939	1,217	25,831	383	12,561	631	.....
Charleston.....	1,395	2,255	3,906	8,924	637	.....	4,332	2,775
Other coastwise ports.....	48,718	9,229	10,424	13,327	2,640	2,455	33,536	60,278
Cuba.....	29,314	397	504	100,704	509	.....	.....	15,809
Other foreign ports.....	106,070	26,491	157	151,382	15,192	154,955	544	53,516
Total.....	300,082	393,179	21,832	872,270	35,386	600,320	42,127	204,281
1842-43.*	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	101,336	69,275	6,649	203,057	1,110	225,077	5,402	160,707
Boston.....	81,055	60,278	1,339	115,475	561	112,670	216	166,699
Philadelphia.....	3,510	4,294	1,363	8,953	.....	55,591	534	2,573
Baltimore.....	67	6,881	1,413	12,090	.....	12,765	25,74	.....
Charleston.....	1,491	137	2,906	3,441	30	.....	2,613	20,607
Other coastwise ports.....	10,717	6,974	6,678	6,705	648	.....	20,653	129,266
Cuba.....	26,717	529	257	88,607	130	510	.....	50
Other foreign ports.....	82,916	10,883	2,810	298,861	1,905	157,596	135	193,314
Total.....	338,772	159,774	23,383	737,729	4,421	542,172	32,136	672,316
1841-42.	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	79,471	72,671	4,221	132,848	691	226,156	5,986	90,283
Boston.....	71,715	71,251	1,657	94,870	1,762	115,724	757	154,662
Philadelphia.....	446	10,165	1,471	19,099	240	56,637	52	4,085
Baltimore.....	394	9,346	1,567	13,131	374	10,029	4,364	2,646
Charleston.....	1,150	2,700	2,162	1,862	154	.....	2,425	7,408
Other coastwise ports.....	17,856	8,543	2,113	4,335	828	.....	12,267	64,731
Cuba.....	24,867	237	302	71,847	135	.....	.....	.....
Other foreign ports.....	73,006	12,240	376	97,413	2,181	43,637	960	27,212
Total.....	271,495	187,116	14,479	411,408	6,261	447,893	26,751	351,227
1840-41.	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	37,335	40,045	2,866	48,160	1,923	157,294	6,162	460
Boston.....	55,295	46,115	2,043	70,594	2,740	127,329	1,538	7,891
Philadelphia.....	100	14,761	1,321	16,491	939	84,477	300	.....
Baltimore.....	214	8,906	819	7,832	807	16,182	959	.....
Charleston.....	974	1,681	1,565	4,387	411	411	2,915	3,494
Other coastwise ports.....	33,311	6,715	1,155	5,761	1,082	597	19,210	62,234
Cuba.....	42,713	1,576	341	101,651	571	740	80	531
Other foreign ports.....	141,491	14,750	342	20,690	9,060	1,171	1,971	18,951
Total.....	311,443	134,159	12,523	275,809	17,649	368,747	33,065	93,577
1839-40.	.....	.....	.....	.....	.....	.....	.....	.....
New York.....	41,083	15,983	1,173	13,915	152	105,103	22	7,054
Boston.....	38,253	21,001	701	35,972	1,360	101,532	115	0,117
Philadelphia.....	649	3,299	410	6,570	411	69,015	.....	350
Baltimore.....	.....	4,261	133	5,182	79	11,915	.....	.....
Charleston.....	700	832	289	117	10	111	.....	2,910
Other coastwise ports.....	27,324	7,892	2,156	5,587	415	3,771	6,823	80,313
Cuba.....	42,260	1,161	143	79,083	560	.....	.....	.....
Other foreign ports.....	131,749	4,206	218	5,369	98	1,783	469	10,384
Total.....	285,027	60,858	5,623	155,695	3,691	296,260	7,530	110,609

* In the above, the Exports to Mobile, &c., *via* the Pontchartrain Railroad, are included. Vessels reported in the clearances as having Provision^s and merchandise are not included.

† In the above, the Exports to Mobile, &c., *via* the Pontchartrain Railroad, are not included. Also vessels reported in the clearances as having provisions and merchandise.

TOWNS.—BATON ROUGE, on the east bank of the Mississippi, thirty miles above Donaldsonville, 120 miles above New Orleans, 150 miles below Natchez. It is situated on a bluff, or high land, extending to the Mississippi, mostly along one street, at the foot of the hill, about twenty-five feet above high water mark, which is a considerable elevation for this region. It had, in 1840, three banks, twenty-seven stores, one printing-office, and 500 dwellings. Population, 2269.

The statistics of the two following parishes of Baton Rouge, are characteristic of Louisiana.

1. BATON ROUGE, EAST, parish, is the first land elevated above the overflow, in ascending the Mississippi. The productions are cotton, and Indian corn, and some sugar. There were, in 1840, neat cattle 9947, sheep 3690, swine 20,659; Indian corn 180,291 bushels produced, potatoes 23,371 bushels, rice 14,550 lbs., tobacco 4,016,183 lbs., sugar 2,466,000 lbs., thirty-four stores, capital 243,550 dollars; three grist mills, two saw mills, one printing-office, one weekly newspaper. Capital in manufactures 31,400 dollars. One college seventy students, five acad-

mies 196 students, seven schools 168 scholars. Population, in 1830, 6693; in 1840, whites 3750, slaves 4206, free coloured 182. Total, 8188.

2. **BARON ROUGE, WEST**, lies opposite East Baton Rouge, on the west side of the Mississippi river. The surface is almost an entire level. The land on the streams, however, is a little elevated above the rest, and is the part, chiefly, which is capable of cultivation, and is very productive. Cotton is principally cultivated. The remainder is subject to be overflowed. There were, in 1840, neat cattle 2513, sheep 1773, swine 2835; Indian corn 122,971 bushels produced, potatoes 4149 bushels, cotton 3,180,875 lbs., sugar 1,947,400 lbs.; five stores, capital 18,300 dollars; two lumber yards, capital 15,000 dollars; two grist mills, two saw mills. Capital in manufactures 9650 dollars. Two academies fifty-one students, four schools forty-two scholars. Population, in 1830, 3084; in 1840, whites 1371, slaves 4638, free coloured 120. Total, 4638.

FINANCES OF LOUISIANA.

(From a Report to the Legislature, February 23, 1844.)

dollars.

The receipts from January 1, 1843, to December 31, 1843	746,797.64
Expenditures during the same year	652,560.43

Balance, January 1, 1844	94,237.21
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Of this balance, 42,157 dollars 14 cents are in notes and bonds at present unavailable.

There was, however, at this date, a balance of interest due on bonds issued by the state for her own benefit, other than those issued to the property banks, amounting to

142,515.42

And appropriations due to schools	88,490.08
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Making amount due January 1, 1844	231,005.50
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The state is responsible on the various bonds issued by her, and on deposits made with her, for a sum amounting to 21,433,523 dollars 03 cents, exclusive of interest.

From this should be deducted—

1st. The amount of the surplus revenue of the federal government, deposited with the state	dollars.	dollars.
2nd. The amount deposited for vacant estates	477,910.14	
	27,692.89	

505,602.03

3rd. The amount of bonds issued to municipalities Nos. 2 and 3.	529,920.00	1,035,523.03
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Which leave a balance of state liabilities for	20,398,000.00
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These liabilities consist of two distinct and separate classes:—

1st. Such as were incurred by the state for administration purposes; for the purpose of sustaining and carrying on the government of the state; for the furtherance and prosecution of enterprises undertaken for the advantage of the citizens; or, for objects which seemed to promise pecuniary profits to the state. These, excluding interest, amount to 3,898,000 dollars.

2nd. Such as were incurred by the state for the purpose of furnishing different corporate institutions with capital to be employed in banking.

These consist of the following, viz.:—

For the Union Bank	dollars.
For the Citizens' Bank	7,000,000
For the Consolidated Association	7,120,000
	2,380,000

Making, exclusive of interest	16,500,000
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The Union Bank has thus far faithfully paid the amount due on the bonds issued to her by the state. The two other institutions have failed, and gone into liquidation; but they hold notes, secured by mortgages of real estate, from which, it is believed, enough will ultimately be obtained to pay off all the bonds issued to them.

The state owns property which is thought to be abundantly sufficient for the redemption of the bonds issued for her own proper use and benefit. This property consists, first, of bank stock (bank of Louisiana, 2,000,000 dollars; Mechanics' and Traders' bank, 150,000 dollars; Louisiana state bank, 60,000 dollars), amounting to 2,210,000 dollars. Secondly, the right to select 500,000 acres from the unappropriated United States' lands remaining in the state, worth at least four dollars an acre. The value of these lands then is 2,000,000 dollars. Thirdly, various lands and public improvements, estimated at 650,000 dollars. The whole available property, then, is 4,860,000 dollars. It is proposed to sell this property as fast as it can be done without materially depreciating its value, and with the proceeds to pay off the state's own proper debt.

WESTERN STATES.—I. ARKANSAS.

ARKANSAS is bounded on the north by Missouri; east by the Mississippi river, which separates it from Tennessee and Mississippi; and west by the Indian territory. It lies between 33 deg. and 36 deg. 30 min. north latitude, and between 89 deg. 30 min. and 94 deg. 30 min. west longitude, and between 12 deg. 30 min. and 17 deg. 30 min. west longitude from Washington. It is about 240 miles long, and 228 miles broad, comprising an area of about 54,500 square miles, or 34,880,000 British statute acres. The population, in 1830, was 30,388; in 1840, 97,574, of which 19,935 were slaves. Of the free population, 42,211 were white males; 34,963 white females; 248 were coloured males; 217 coloured females. Employed in agriculture, 26,355; in commerce, 215; in manufactures and trades, 1173; navigating the ocean, three; navigating rivers, canals, &c., thirty-nine; learned professions, 301.

This state is divided into forty counties, which, with their population in 1840, and their capitals, were as follows:—Arkansas, 1346, C. Arkansas Post; Benton, 2228, C. Bentonville; Carroll, 2844, C. Carrollton; Chicot, 3806, C. Columbia; Clarke, 2309, C. Greenville; Conway, 2892, C. Lewisburg; Crawford, 4266, C. Van Buren; Crittenden, 1561, C. Marion; Desha, 1598, C. Belleville; Franklin, 2665, C. Ozark; Greene, 1586, C. Gainesville; Hempstead, 4921, C. Washington; Hot Springs, 1907, C. Hot Springs; Independence, 3669, C. Bartsville; Izard, 2244, C. Athens; Jackson, 1540, C. Elizabeth; Jefferson, 2568, C. Pine Bluff; Johnson, 3433, C. Clarksville; La Fayette, 2200, C. Lewisville; Lawrence, 2835, C. Smithville; Madison, 2775, C. Huntsville; Marion, 1325, C. Yellville; Mississippi, 1410, C. Osceola; Monroe, 936, C. Lawrenceville; Phillips, 3547, C. Helena; Pike, 969, C. Murfreesboro; Poinsett, 1320, C. Bolivar; Pope, 2850, C. Dover; Pulaski, 5350, C. Little Rock; Randolph, 2196, C. Pochahontas; St. Francis, 2499, C. Mount Vernon; Saline, 2061, C. Benton; Scott, 1694, C. Booneville; Searey, 936, C. Lebanon; Sevier, 2870, C. Parachuta; Union, 2889, C. Union C. H.; Van Buren, 1518, C. Clinton; Washington, 7148, C. Fayetteville; White, 929, C. Searcy; Bradley, C. Warren.

Towns.—Little Rock, on the south bank of the Arkansas, 300 miles from the Mississippi, 1065 miles from Washington, is the seat of government. It contains five places of worship, a state prison, two banks, an arsenal, land office, two printing offices, and about 2600 inhabitants. This state contains no other place ranking above a small village.

Soil.—In the eastern part of the state, bordering on the Mississippi and the rivers which fall into it, the country is low and swampy, with a heavy growth of timber, and is frequently overflowed. In the central part it is undulated and broken; and the Ozark mountains, rising sometimes to the height of 1000 or 2000 feet, cross the north-west part of the state. The Black hills rise north of the Arkansas, and the Washita hills north of the Washita river. The soil is of every variety, from the most productive to the most sterile, sandy, and rocky. On the margins of the rivers it is exceedingly fertile, beyond which the land is generally arid and unproductive. The numerous prairies are of great extent. In many parts there is a scarcity of water. Cotton and Indian corn are the staple productions; but the country is well adapted for rearing cattle. The buffalo, deer, elk, otter, beaver, rabbit, racoon, wild cat, catamount, wolf, bear, and wild geese, turkeys, and quails, abound. Near the centre of the state there are numerous hot-springs, the temperature of which sometimes rises nearly to the boiling point. Iron ore, gypsum, coal, and salt are found.

Live Stock and Agricultural Products.—In 1840, there were in this state 51,472 horses and mules; 188,786 neat cattle; 42,151 sheep; 393,058 swine; poultry to the value of 109,468 dollars. There were produced 105,878 bushels of wheat; 6219 bushels of rye; 4,846,632 bushels of Indian corn; 189,523 bushels of oats; 293,608 bushels of potatoes; 64,943 lbs of wool; 1079 lbs. of wax; 148,439 lbs. of tobacco; 5454 lbs. of rice; 6,028,642 lbs. of cotton; 1542 lbs. of sugar; 586 tons of hay; 1039 tons of hemp and flax. The products of the dairy were valued at 59,205 dollars; of the orchard, 10,680 dollars; of the forest, 176,617 dollars.—*Official Returns.*

Trade.—There were ten commercial and ten commission houses engaged in foreign trade, with a capital of 91,000 dollars; 263 retail dry goods and other stores, with a capital of 1,578,719 dollars; 263 persons employed in the lumber trade, with a capital of 12,220 dollars. The foreign trade of this state not being direct, is merged in that of other states, especially Louisiana.

Manufactures.—The value of home-made or family manufactures was 489,750 dollars; two cotton manufactories with ninety spindles, employed seven persons, and had a capital of 2125 dollars; seven persons produced 5500 bushels of bituminous coal, with a capital of 605 dollars; twenty-five persons produced 8700 bushels of salt, with a capital of 20,800 dollars; thirty persons produced granite and marble to the amount of 15,500 dollars; three persons produced hats and caps to the amount of 1400 dollars, with a capital of 400 dollars; thirty-seven tanneries employed seventy persons, and a capital of 43,510 dollars; 545 other manufactories of leather, as saddleries, &c., produced articles to the amount of 17,400 dollars, with a capital of 8830 dollars; fifty-one persons produced machinery to the amount of 14,065 dollars; sixty-six persons produced brick.

and lime to the amount of 319,696 dollars; six persons produced 142,775 lbs. of soap, and 16,541 lbs. of tallow candles, and 632 lbs. of wax or spermaceti candles, with a capital of 200 dollars; fifty-three distilleries produced 26,415 gallons, employing thirty-eight persons, and a capital of 10,205 dollars; fifteen persons produced carriages and waggons to the amount of 2675 dollars, with a capital of 1555 dollars; one powder mill made 400 lbs. of gunpowder, with a capital of 700 dollars; ten flouring mills produced 1430 barrels of flour, and with other mills employed 400 persons, producing articles to the amount of 330,847 dollars, and employing a capital of 288,257 dollars; forty-five persons manufactured furniture to the amount of 20,293 dollars, with a capital of 7810 dollars; twenty-one brick or stone houses, and 1083 wooden houses built, employed 1251 persons, and cost 1,141,174 dollars; nine printing offices, one bindery, three semi-weekly and six weekly newspapers, employed thirty-seven persons, and a capital of 13,100 dollars. The whole amount of capital employed in manufactures was 424,467 dollars.—*Official Returns.*

Climate.—In the eastern part of the state, particularly in the country bordering on the rivers, and especially on the Arkansas, the climate is moist and unhealthy. But toward the middle and in the western part, the climate becomes healthy.

This state is well situated for interior trade and commerce, by means of its rivers, with the Mississippi. The Arkansas, the principal river, rises in the Rocky mountains, and flows with a broad and deep current through the state, in a south-eastwardly direction. It is navigable for steamboats, 300 miles to Little Rock; and in time of high water, 350 miles further to Fort Gibson, which is west of the limits of the state. The Red river passes through the south-west part of the state. The St. Francis, the White, and the Washita, are other important rivers.

Arkansas, an old French settlement on the Arkansas; Columbia and Helena on the Mississippi; Batesville on White river; Fayetteville in the north-west part of the state; and Fulton on Red river, are conveniently situated, but are not sufficiently populous to be considered more than villages, which will soon become populous towns.

Education.—This state is too young to have done much for education in its higher departments. There is no college in this state. There were, in 1840, eight academies, with 300 students; and 113 common and primary schools, with 2614 scholars. There were 6567 white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—The Methodists and Baptists are the most numerous religious denominations though there are some Presbyterians, Episcopalians, and Roman Catholics.

At the commencement of 1840, there was one bank with three branches, and a capital of 1,501,888 dollars, and a circulation of 301,310 dollars.

At the close of 1840, the state debt was 3,755,362 dollars. It was formed for establishing banks.

No lotteries can be established, or lottery tickets sold. No debtor can be imprisoned, without strong presumption of fraud. The legislature may establish one bank with branches, and one banking institution to promote the interests of agriculture. It cannot emancipate slaves without the consent of their owners. Slaves have the right of trial by jury, and suffer the same degree of punishment for a crime as white persons, and no other. Courts of justice are obliged to assign to slaves counsel for their defence.—*U. S. Gaz.*

Arkansas was a part of the Louisiana purchase. It was made a separate territory in 1819, and was admitted to the union in 1836. It derives its name from the great river which runs through it.

II. TENNESSEE.

TENNESSEE is bounded on the north by Kentucky; on the east by North Carolina; on the south by Georgia, Alabama, and Mississippi; and on the west by the Mississippi river, which separates it from Arkansas and Missouri. It is situated between 35 deg. and 36 deg. 30 min. north latitude, and between 81 deg. 30 min. and 90 deg. 10 min. west longitude, and between 4 deg. 39 min. and 19 deg. 14 min. west from Washington. Its length is about 400 miles, and its mean breadth about 114 miles. Its area comprises 45,600 square miles, or about 29,184,000 British statute acres. The population, in 1790, was 35,691; in 1800, 105,602; in 1810, 261,727; in 1820, 422,813; in 1830, 681,904; in 1840, 829,210, of which 183,059 were slaves. Of the free population 225,434 were white males; 315,193 white females; 2796 free coloured males; 2728 free coloured females. Employed in agriculture, 227,739; in commerce, 2217; in manufactures and trades, 17,815; navigating the ocean, rivers, &c., 357, learned professions, 2042.—*Official Returns.*

This state is divided into seventy-two counties, which, with their population in 1840, and their capitals, were as follows: *Eastern District*—Anderson, 5658, C. Clinton; Bledsoe, 5676, C. Pikeville; Blount, 11,745, C. Marysville; Bradley, 7385, C. Cleveland; Campbell, 6149, C. Jacksborough; Carter, 5372, C. Elizabethtown; Claiborne, 9474, C. Tazewell; Cocke, 6992, C. New-

port; Granger, 10,572, C. Rutledge; Greene, 16,076, C. Greeneville; Hamilton, 8175, C. Dallas; Hawkins, 15,035, C. Rogersville; Jefferson, 12,076, C. Dandridge; Johnson, 2658, C. Taylorsville; Knox, 15,485, C. Knoxville; Marion, 6070, C. Jasper; Mc Minn, 12,719, C. Athens; Meigs, 4794, C. Decatur; Monroe, 12,056, C. Madisonville; Morgan, 2660, C. Montgomery; Polk, 3570, C. Bentonville; Rhea, 3985, C. Washington; Roane, 10,948, C. Kingston; Sevier, 6442, C. Sevierville; Sullivan, 10,736, C. Blountville; Washington, 11,751, C. Jonesborough. *Middle District*—Bedford, 20,546, C. Shelbyville; Cannon, 7193, C. Woodbury; Coffee, 8184, C. Manchester; Davidson, 30,509, C. Nashville; De Kalb, 5868, C. Smithville; Dickson, 7074, C. Charlotte; Pentress, 3550, C. Jamestown; Franklin, 12,033, C. Winchester; Giles, 21,494, C. Pulaski; Hickman, 8618, C. Centreville; Humphreys, 5195, C. Reynoldsburg; Jackson, 12,872, C. Gainesborough; Lawrence, 7121, C. Lawrenceburg; Lincoln, 21,493, C. Fayetteville; Marshall, 14,555, C. Lewisburg; Maury, 28,186, C. Columbia; Montgomery, 16,927, C. Clarksburg; Overton, 9279, C. Monroe; Robertson, 13,801, C. Springfield; Rutherford, 24,280, C. Muffreesborough; Smith, 21,179, C. Carthage; Sumner, 22,445, C. Gallatin; Stewart, 8587, C. Dover; Warren, 10,803, C. McMinnville; Wayne, 7705, C. Waynesborough; White, 10,747, C. Sparta; Williamson, 27,006, C. Franklin; Wilson, 24,460, C. Lebanon. *Western District*—Benton, 4772, C. Camden; Carroll, 12,362, C. Huntingdon; Dyer, 4484, C. Dyersburg; Fayette, 21,501, C. Somerville; Gibson, 13,689, C. Trenton; Hardeman, 14,563, C. Bolivar; Hardin, 8245, C. Savannah; Haywood, 13,870, C. Brownsville; Henderson, 11,875, C. Lexington; Henry, 14,906, C. Paris; Lauderdale, 3435, C. Ripley; Madison, 16,330, C. Jackson; Mc Nairy, 9385, C. Purdy; Obion, 4814, C. Troy; Perry, 7419, C. Perryville; Shelby, 14,721, C. Raleigh; Tipton, 6800, C. Covington; Weakley, 9870, C. Dresden.

Soil.—Cumberland mountains traverse the middle of the state, from north-east to south-west, dividing the state into *East Tennessee* and *West Tennessee*. The western part of Tennessee is level, or gently undulating; in the middle it is hilly. Between the mountains there are valleys from five to ten miles wide. These valleys open passages for rivers and roads. Caves of great depth and extent are numerous.

"The soil is generally fertile. In the western part the soil is black and rich, in the middle there are large tracts of excellent land. In the eastern part the mountains are sterile, but the valleys of its creeks and streams are rich beyond any of the same description elsewhere in the western country. In East Tennessee it derives its fertility from the quantities of dissolved lime, and nitrate of lime that are mixed with it. In West Tennessee the strata are arranged in the following order: first, a loaming soil or mixtures of clay and sand; next yellow clay; then red sand and red clay; and lastly a white sand. In the southern parts of this state are found immense banks of uncommonly large oyster-shells, situated on high table grounds, remote from any water-course."—*Book of the United States*.

The principal forest trees are poplar, hickory, walnut, oak, beech, sycamore, locust, cherry, sugar-maple, &c., and in some parts a very thick and strong cane abound. Snake root, ginseng, Carolina pink, angelica, senna, anise, and spikenard, grow well. Cotton and tobacco are among the staple commodities of the state; also grain, grass, and fruit.

Live Stock and Agriculture.—In 1840, there were, in this state, 341,409 horses and mules; 822,851 neat cattle; 741,593 sheep; 2,926,607 swine; poultry valued at 606,969 dollars. There were produced 4,569,692 bushels of wheat; 4809 bushels of barley; 7,035,678 bushels of oats; 304,320 bushels of rye; 17,118 bushels of buckwheat; 44,986,188 bushels of Indian corn; 1,060,332 lbs. of wool; 850 lbs. of hops; 50,907 lbs. of wax; 1,904,370 bushels of potatoes; 31,233 tons of hay; 3344 tons of hemp and flax; 29,550,432 lbs. of tobacco; 7977 lbs. of rice; 27,701,277 lbs. of cotton; 1217 lbs. of silk cocoons; 258,073 lbs. of sugar. The products of the dairy were valued at 472,141 dollars; and of the orchard at 367,105 dollars. The value of lumber produced 217,606 dollars; 3336 barrels of tar, pitch, &c., were made. Cattle are exported from the southern parts.—*Official Returns*.

Minerals.—There is an abundance of limestone. Gypsum in large quantities has been discovered. Copperas, alum, nitre, and lead, are among the minerals, and some silver has been found. Saltpetre forms a considerable article of commerce. There are numerous salt springs, and some mineral springs.

Climate.—The climate is mild and generally healthy. The winter in Tennessee resembles the spring in New England. Snow seldom falls to a greater depth than ten inches, or lies longer than ten days. Cumberland river has been frozen over but three or four times since the country was settled. Cattle are rarely sheltered during the winter. Some low grounds in the western part of the state are subject to bilious fevers, and fever and ague, but they comprise but a very small portion of the state.—*U. S. Gaz.*

Rivers.—The usual route to a market is down the Cumberland and Tennessee rivers to Ohio, and thence to New Orleans. Foreign goods are brought from the east through Pittsburg.

Tennessee river, though it has not its rise nor its entrance has its chief course in this state. It is 1200 miles long, and is navigable for steamboats to Florence in Alabama, 259 miles above its entrance into the Ohio, and for boats 250 miles further. Cumberland river rises in Kentucky, but

runs chiefly in Tennessee. It is navigable for steamboats 200 miles to Nashville, and for boats 300 miles further. It enters the Ohio in Kentucky, sixty miles from the Mississippi. The Holston, Clinch, French Broad, and Hiwassee, are branches of the Tennessee. Obion, Forked Deer, and Wolf rivers, in the western part of the state, flow into the Mississippi, and are navigable for boats.

Trade.—There were, in 1840, thirteen commercial and fifty-two commission houses engaged in foreign trade, with a capital of 1,495,100 dollars; 1032 retail dry goods and other stores, with a capital of 7,857,900 dollars; 1126 persons employed in the lumber trade, with a capital of 6700 dollars; thirty-one persons employed in internal transportation, who, with five butchers and packers employed a capital of 98,811 dollars. The trade of Tennessee with foreign states is necessarily indirect, or in transit through other states.—*Official Returns.*

Manufactures.—In 1840, the value of home-made or family goods was 2,886,661 dollars. There were twenty-six woollen manufactories and four fulling mills, employing forty-five persons, producing articles to the value of 14,290 dollars, with a capital of 25,600 dollars; thirty-eight cotton manufactories, with 16,813 spindles, employing 1542 persons, producing articles to the value of 325,719 dollars, with a capital employed of 463,240 dollars; thirty-four furnaces, producing 16,128 tons of cast iron, and ninety-nine forges, &c., producing 9673 tons of bar iron, employing 2266 persons, and a capital of 1,514,736 dollars; four persons produced gold to the value of 1500 dollars; with a capital of 400 dollars; two smelting houses for lead; twenty-one persons produced 13,942 bushels of bituminous coal; five paper manufactories produced articles to the value of 46,000 dollars; other manufactories of paper produced articles to the value of 14,000 dollars, the whole employing eighty-seven persons, and a capital of 93,000 dollars; 177 persons produced hats and caps to the value of 104,949 dollars; 454 tanneries employed 909 persons, and a capital of 484,114 dollars; 374 other leather manufactories, as saddleries, &c., produced articles to the value of 359,050 dollars, with a capital of 154,540 dollars; twenty-nine potteries employed fifty persons, producing articles to the value of 51,600 dollars, with a capital of 7300 dollars; 266 persons produced machinery to the value of 257,704 dollars; 142 persons manufactured hardware and cutlery to the value of 57,170 dollars; thirty-four persons manufactured 564 small arms; eleven persons manufactured the precious metals to the value of 28,460 dollars; ten persons manufactured granite and marble to the value of 5400 dollars; 417 persons produced brick and lime to the value of 119,371 dollars; 1426 distilleries produced 1,109,107 gallons, and six breweries produced 1835 gallons, the whole employing 1341 persons, and a capital of 218,182 dollars; 518 persons manufactured carriages and waggons to the value of 219,897 dollars, employing a capital of 80,878 dollars; twenty-eight rope-walks employed 258 persons, producing articles to the value of 132,630 dollars, employing a capital of 84,230 dollars; 255 flouring mills produced 67,881 barrels of flour, and, with other mills, employed 2100 persons, producing articles to the value of 1,020,664 dollars, and employing a capital of 1,310,195 dollars; 203 persons manufactured furniture to the value of 79,850 dollars with a capital of 30,650 dollars; 193 brick or stone houses, and 1098 wooden houses were built by 1467 persons, at a cost of 427,402 dollars; forty-one printing offices, five binderies, two daily, six semi-weekly, and thirty-eight weekly newspapers, and ten periodicals, employed 191 persons, and a capital of 112,500 dollars. The whole amount of capital employed in manufactures was 3,731,580 dollars.—*Official Returns.*

Education.—Greenville college, at Greenville, in East Tennessee, was founded in 1794; Washington college, in Washington county, was founded in 1794; the University of Nashville, in Nashville, the most important literary institution in the state, was founded in 1806; East Tennessee college, at Knoxville, was founded in 1807; Jackson college, near Columbia, was founded in 1830. The Southwestern Theological Seminary, at Marysville, was founded in 1821. The number of students in all these institutions, in 1840, was 369. There were in the state 152 academies, with 5539 students; and 983 common and primary schools, with 25,099 scholars. There were 58,534 white persons, above twenty years of age, who could neither read nor write. The University of Nashville has a permanent fund of about 45,000 dollars, which bears interest at six per cent, out of which interest and the tuition fees, the expenses of the institution are borne. Besides this, there is due to it about 15,000 dollars. These constitute the sum total of its endowments; and when we remember, that the first of these sums was derived from certain lands which Congress, by its act of 1806, c. 31, required the state to appropriate to the use of two colleges, one in East and one in West Tennessee, we are reduced to the mortifying necessity of admitting, that the institution owes nothing to the munificence of the state. The same remark is applicable to the University of East Tennessee, and, indeed to every literary institution in the state. The same act of Congress required the state to appropriate 100,000 acres of land in one body for the use of academies, one in each county in the state. By the act of the legislature of 1837, c. 107, sec. 8, the legislature appropriated the annual sum of 18,000 dollars to the academies, on condition that they should relinquish to the state all claims to those lands. This relinquishment was made, and in consideration of it, the faith of the state is pledged to the annual payment of the 18,000 dollars to those institutions.

A school fund having been created under various laws, and an act passed in 1837-38, "to esta-

lish a system of common schools in the state," were re-enacted and amended by an act passed at the session of 1839-40, by which it is made the duty of the superintendent every year, on the third Monday in July, to apportion the school monies to the counties, according to the ratio of their white children between the ages of six and sixteen years respectively, as compared with the white children of the whole state within those ages, ascertained by the county school commissioners.

The fund now consists of:—

	dollars.	cts.
1. Bank Stock.		
Union Bank	48,894.00	
Planters' Bank	244,500.00	
Farmers' and Merchants' Bank of Memphis	700.00	
Bank of Tennessee	821,594.40	
2. Turnpike Stock	44,304.80	
3. Real estate	8,060.00	
4. Suspended Debt.		
Due from the Superintendent, Feb. 1, 1844	77,710.36	
From County Agents, &c., Oct. 1, 1843, estimated	109,560.93	
Total	1,650,324.49	

The amount distributed on the third Monday, 15th July, 1844, was 117,087.40

The scholastic population was then 248,312 children, each of whom of course received about 47 1-7 cents.

Religion.—In 1836, the Methodists had 127 travelling preachers, and 34,266 communicants; the Baptists had 413 churches, 219 ministers, and 20,472 communicants; the Presbyterians had 120 churches, ninety ministers, and 10,000 communicants; the Episcopalians had one bishop and eight ministers. There were besides many Cumberland Presbyterians, and some Lutherans, Friends, Christians, and Catholics.

Banks.—At the commencement of 1839, there were in the state one bank and seven branches, with an aggregate capital of 2,292,757 dollars, and a circulation of 742,542 dollars.—(See Banks of United States hereafter.)

Public Works.—The internal improvements of Tennessee consist of several railroads. Lagrange and Memphis railroad extends from Memphis, on the Mississippi, fifty miles, to Lagrange, in Lafayette county. Sonferville branch extends from the main road at Moscow, sixteen miles, to Somerville. The Hiwassee railroad extends from Knoxville, ninety-eight miles and a half, to the Georgia line, where it unites with the Western and Atlantic railroad of Georgia. The New Orleans and Nashville railroad is designed to pass through this state.—(See Railroads of the United States hereafter.)

NASHVILLE, capital of the state, is situated on the south side of Cumberland river, in 36 deg. 9 min. 33 sec. north latitude, and 86 deg. 49 min. 3 sec. west longitude, 110 miles north of Huntsville, 183 miles west of Knoxville, 250 miles south-west of Lexington, Kentucky, 909 miles south-west of New York, 684 miles from Washington. The population, in 1830, was 5566; in 1840, 6929. It has a court house, gaol, and market-house, eleven churches, two Baptist, one Christian, one Cumberland Presbyterian, one Presbyterian, four Methodist, one Episcopal, one Roman Catholic, three banks, the halls of the Nashville university, a lunatic asylum, and a state penitentiary, 310 feet long, 350 deep, and two stories high, containing 200 cells for convicts. The Nashville university was founded in 1806, has a president and five professors, or other instructors, 236 alumni, 292 students, and 10,000 volumes in its libraries. Cumberland river is opposite the town, navigable for vessels of from thirty to forty tons, and at high floods for ships of 400 tons. Fifteen steamboats are employed on the river, besides a great number of keelboats and flatboats. In 1840, there were three foreign commercial and eight commission houses, capital 235,000 dollars; seventy-five retail stores, capital 1,606,400 dollars; one forge, one tannery, one paper factory, four printing-offices, two binderies, one daily, five weekly, and three semi-weekly newspapers. Capital in manufactures, 151,000 dollars. Tonnage 4733.

KNOXVILLE, 183 miles east-by-south from Nashville, 498 miles from Washington, is situated on the north bank of Holston river, four miles below the junction of French Broad river, at the head of steamboat navigation. It contains a court house, a gaol, three churches, two academies, five wholesale and nine retail stores, about 200 dwellings, and 1500 inhabitants. The Hiwassee railroad extends from this place through Athens and Augusta to Charleston, South Carolina.

MEMPHIS, situated on an elevated bluff on the Mississippi, immediately below the mouth of Wolf or Loosabatchie river, contained, in 1840, fifty-three stores, 550 dwellings, and 3800 inhabitants. Its commerce is extensive, being equal to that of any town between St. Louis and New Orleans. A railroad to Lagrange is a part of the Charleston and Memphis railroad.

FINANCES OF TENNESSEE, 1843.

<i>Principal Items of Expenditure.</i>		<i>Chief Sources of Income.</i>	
	dollars. cts.		dollars. cts.
Salaries of executive officers	17,085.82	Direct taxes	119,661.67
Salaries of the judiciary	35,346.25	Bank tax	14,750.00
Incidental expenses of judiciary	2,921.03	Income of state funds	291,678.75
Pay of the legislature	22,018.88	Balance from 1842	189,590.47
Incidental expenses of legislature ..	5,176.79	Miscellaneous	120.00
Interest on the state debt	173,678.75	Amount received in 1843	253,531.67
Internal improvement	4,689.00	Amount expended	315,188.25
Common schools	117,087.40		
Charitable establishments	1,411.85		
Miscellaneous	7,364.28		
Academies	18,000.00		
Whole amount of state debt		dollars. cts.	
Annual interest on this debt		3,260,416.66	
		dollars.	
Of the state debt	1,997,250	pays 5 per cent.	
" "	263,166½	pays 5½ "	
" "	1,000,000	pays 6 "	
The total value of taxable property in Tennessee is as follows:—			
	dollars.		dollars.
Land	69,298,493	White polls	85,284
Town lots	8,404,498	Carriages	396,158
Negroes	42,631,238		
		Total	120,809,671
The debt has many years to run before it falls due, and to meet it the state owns:—			
		dollars. cts.	
Stock in the Union bank of Tennessee		646,600	00
Capital in the bank of Tennessee, proceeds of bonds sold		1,000,000	00
Stock paid into the Internal Improvement companies, by state bonds issued		1,516,915	66½
Total		3,163,515	66½

III. KENTUCKY.

KENTUCKY is bounded on the north by Ohio, Indiana, and Illinois, from which it is separated by the Ohio river; on the east by Virginia; on the south by Tennessee; and on the west by the Mississippi, which separates it from Missouri. It lies between 36 deg. 30 min. and 39 min. 10 deg. north latitude, and between 81 deg. 50 min. and 89 deg. 20 min. west longitude, and between 5 deg. and 10 deg. west longitude from Washington. Its greatest length is about 400 miles, and 170 miles its breadth, comprising about 40,500 square miles, or 25,920,000 British statute acres. The population, in 1790 was 73,677; in 1800, 220,959; in 1810, 406,511; in 1820, 564,317; in 1830, 688,844; in 1840, 779,828, of which 182,258 were slaves. Of the free population, 305,323 were white males; 284,930 white females; 3761 were coloured males; 3556 coloured females. Employed in agriculture, 197,738; in commerce, 3448; in manufactures and trades, 23,217; navigating the ocean, forty-four; canals, lakes, and rivers, 968; in mining, 331; learned professions, 2487.—*Official Returns.*

This state is divided into ninety counties, which with their population, in 1840, and their capitals, were as follows:—Adair, 8466, C. Columbia; Allen, 7329, C. Scottsville; Barren, 17,288, C. Glasgow; Bath, 9763, C. Owingsville; Boone, 10,034, C. Burlington; Bourbon, 14,478, C. Paris; Breathitt, 2195, C. Breathitt; Bracken, 7053, C. Augusta; Breckenridge, 8944, C. Hardingsburg; Bullitt, 6934, C. Shepherdsville; Butler, 3898, C. Morgantown; Caldwell, 10,365, C. Princeton; Calloway, 9794, C. Wadesborough; Campbell, 5214, C. Newport; Carroll, 3966, C. Carrollton; Carter, 2905, C. Grayson; Casey, 4939, C. Liberty; Christian, 15,587, C. Hopkinsville; Clark, 10,802, Winchester; Clay, 4607, C. Manchester; Clinton, 3863, C. Albany; Cumberland, 6090, C. Burkesville; Davies, 8931, C. Owensborough; Edmonston, 2914, C. Brownsville; Estill, 5535, C. Irvine; Fayette, 22,194, C. Lexington; Fleming, 13,268, C. Flemingsburg; Floyd, 6902,

C. Prestonburg; Franklin, 9420, C. Frankfort; Gallatin, 4008, C. Warsaw; Garrard, 10,480, C. Lancaster; Grant, 4192, C. Williamstown; Graves, 7465, G. Mayfield; Grayson, 4461, C. Litchfield; Greene, 14,212, C. Greensburg; Greenup, 6297, C. Greenupburg; Hancock, 2581, C. Hawesville; Hardin, 16,357, C. Elizabethtown; Harlan, 3015, C. Mount Pleasant; Harrison, 12,472, C. Cynthiana; Hart, 7031, C. Mumfordsville; Henderson, 9548, C. Henderson; Henry, 10,015, C. New Castle; Hickman, 8968, C. Clinton; Hopkins, 9171, C. Madisonville; Jefferson, 36,346, C. Louisville; Jessamine, 9396, C. Nicholasville; Kenton, 7816, C. Independence; Knox, 5722, C. Barbourville; Laurel, 3079, C. London; Lawrence, 4780, C. Louisa; Lewis, 6306, C. Clarksburg; Lincoln, 10,187, C. Stanford; Livingston, 9025, C. Smithland; Logan, 13,615, C. Russellville; Madison, 16,355, C. Richmond; Marion, 11,032, C. Lebanon; Mason, 15,719, C. Maysville; Mc Cracken, 4745, C. Paducah; Meade, 5780, C. Brandenburg; Mercer, 18,720, C. Harrodsburg; Monroe, 6526, C. Tompkinsville; Montgomery, 9332, C. Mount Sterling; Morgan, 4603, C. West Liberty; Muhlenberg, 6964, C. Greenville; Nelson, 13,637, C. Bardstown; Nicholas, 8745, C. Carlisle; Ohio, 6592, C. Hartford; Oldham, 7380, C. La Grange; Owen, 8232, C. Owenton; Pendleton, 4455, C. Falmouth; Perry, 3089, C. Hazard; Pike, 3567, C. Pikeville; Pulaski, 9620, C. Somerset; Rockcastle, 3409, C. Mount Vernon; Russell, 4238, C. Jamestown; Scott, 13,668, C. Georgetown; Shelby, 17,768, C. Shelbyville; Simpson, 6537, C. Franklin; Spencer, 6581, C. Taylorsville; Todd, 9991, C. Elton; Trig, 7716, C. Cadiz; Trimble, 4480, C. Bedford; Union, 6673, C. Morganfield; Warren, 15,446, C. Bowling Green; Washington, 10,596, C. Springfield; Wayne, 7399, C. Monticello; Whitley, 4673, C. Williamburg; Woodford, 11,740, C. Versailles.

Soil.—The eastern counties are mountainous. A tract from five to twenty miles wide, along the Ohio river, through the whole length of the state, is hilly, and the soil generally fertile. The margin of the Ohio, for about a mile in width, consists of bottom or alluvial lands, which are overflowed when the floods rise. Between the hilly country, the more mountainous eastern counties and Green river, there intervenes a rich district, called the garden of the state. It is about 150 miles long, and from fifty to 100 wide. The soil is excellent, the surface is gently undulating, and the forest trees chiefly black walnut, black cherry, buckeye, pawpaw, sugar-maple, mulberry, elm, ash, cotton wood, white thorn, and an abundance of grape-vines. The country in the southwest part of the state, between Green and Cumberland rivers, is called "the barrens." In 1800, the legislature of the state made a gratuitous grant of this tract to actual settlers, under the idea that it was of little value; but it proves to be excellent corn land, and also well adapted to the raising of hogs and cattle. The whole state, below the mountains, has, at the depth of about eight feet, a bed of limestone, which has frequent apertures through which the waters of the rivers sink into the earth, and some of them disappear for a time, and others are greatly diminished in the summer season. The banks have generally worn deep channels in the calcareous rocks over which they flow. The precipices formed by the Kentucky are in many places stupendous, presenting perpendicular banks of solid limestone 300 feet high, above which there is a steep and difficult ascent several times as high. In the south-west part of the state, between Green and Cumberland rivers, are several remarkable caves. One called the Mammoth cave, 130 miles from Lexington on the road to Nashville, is said to be eight or ten miles in length, with many diverging apartments. The earth at the bottom of it is strongly impregnated with nitre, which has been to a considerable extent manufactured from it.

Wheat, tobacco, and hemp are the staple productions; but Indian corn, rye, oats, barley, buckwheat, flax, and potatoes are extensively cultivated. Apples, pears, peaches, and plums, are the most common fruits. Horses, horned cattle, pork, bacon, and lard are extensively exported.

—*Book of the United States.*

Live Stock and Agricultural Products.—In 1840, in this state, there were 395,853 horses and mules; 787,098 neat cattle; 1,008,240 sheep; 2,310,533 swine; poultry to the value of 536,439 dollars; there were produced 4,803,152 bushels of wheat; 17,491 bushels of barley; 7,155,974 bushels of oats; 1,321,373 bushels of rye; 8169 bushels of buckwheat; 5,847,120 bushels of Indian corn; 1,786,847 lbs. of wool; 742 lbs. of hops; 38,445 lbs. of wax; 1,055,085 bushels of potatoes; 88,306 tons of hay; 9992 tons of hemp and flax; 53,436,909 lbs. of tobacco; 16,376 lbs. of rice; 691,456 lbs. of cotton; 737 lbs. of silk cocoons; 1,377,835 lbs. of sugar. The products of the dairy amounted to 931,363 dollars; of the orchard 434,935 dollars; of lumber 130,329 dollars. There were made 2209 gallons of wine.

Minerals.—Among the mineral productions of Kentucky, are iron ore, coal, salt, and lime. The salt licks, as the springs are called, from the fact that cattle and wild animals have been fond of licking around them, are numerous, and salt is extensively manufactured, not only for home consumption, but for exportation. The greater part of the exports of this state pass down the Mississippi to New Orleans, and its chief imports are brought in steamboats by river and the Ohio, and other tributaries.

Climate.—The winters are mild, being only of two or three months' continuance, but the atmosphere at that season is moist. Spring and autumn are delightful; and on the whole, the climate is salubrious.

Rivers.—The Ohio, by its various windings, borders this state on the north for 637 miles. Cumberland and Tennessee rivers pass through the western part of this state as they approach their entrance into the Ohio. Cumberland river also rises in the eastern part of this state. The Big Sandy is 250 miles long, and, for a considerable distance, forms the boundary between this state and Virginia. It is navigable fifty miles for boats. The Kentucky river rises in the Cumberland mountains, and after a course, generally through a deep rocky bed, falls into the Ohio, seventy-seven miles above Louisville. It is navigable by steamboats sixty miles to Frankfort. Licking, Green, and Salt, are other considerable rivers. The Mississippi runs on the western border of the state.—*U. S. Gaz.*

Trades.—In 1840, there were in the state five commercial and fifty commission houses engaged in foreign trade, with a capital of 620,700 dollars; 1685 retail dry goods and other stores, with a capital of 9,411,826 dollars; 571 persons employed in the lumber trade, with a capital of 105,925 dollars; 101 persons employed in internal transportation, who, with 183 butchers, packers, &c., employed a capital of 183,850 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family manufactures, was 2,622,462 dollars; there were forty woollen manufactories, employing 200 persons, manufacturing articles to the value of 151,246 dollars, with a capital of 138,000 dollars; fifty-eight cotton manufactories, with 12,358 spindles, employing 523 persons, producing articles to the value of 829,380 dollars, with a capital of 316,113 dollars; seventeen furnaces, producing 29,206 tons of cast iron, and thirteen forges, &c., producing 3637 tons of bar iron, employing 1108 persons, and a capital of 449,000 dollars; twenty-seven persons produced 2125 tons of anthracite coal, with a capital of 14,150 dollars; 213 persons produced 588,167 tons of bituminous coal, with a capital of 76,627 dollars; 291 persons produced 219,695 bushels of salt, with a capital of 163,585 dollars; 100 persons produced granite and marble to the value of 19,592 dollars, with a capital of 6212 dollars; seven paper mills employed forty-seven persons, and produced articles to the value of 44,000 dollars, employing a capital of 47,500 dollars; hats and caps were produced to the value of 201,310 dollars, and straw bonnets to the value of 4483 dollars, employing 194 persons, with a capital of 118,856 dollars; 587 persons manufactured tobacco to the value of 413,585 dollars, with a capital of 230,400 dollars; 387 tanneries employed 978 persons, and a capital of 567,954 dollars; 548 other manufactories of leather, as saddleries, &c., produced articles to the value of 732,646 dollars, with a capital of 369,835 dollars; one glass house produced articles to the value of 3000 dollars, with a capital of 500 dollars; sixteen potteries, employing fifty-one persons, produced articles to the value of 24,090 dollars, with a capital of 9670 dollars; eleven powder mills employed fifty-eight persons, and produced 282,500 lbs. of gunpowder, with a capital of 42,000 dollars; twenty-five persons produced paints and drugs to the value of 26,994 dollars, and turpentine and varnish to the value of 2000 dollars, with a capital of 16,630 dollars; twenty-eight persons produced confectionary to the value of 36,050 dollars, with a capital of 14,250 dollars; 111 rope walks employed 1888 persons, and produced cordage to the value of 1,292,276 dollars, with a capital of 1,023,130 dollars; six persons produced musical instruments to the value of 4500 dollars, with a capital of 5000 dollars; 149 persons produced machinery to the value of 46,074 dollars; thirty persons produced hardware and cutlery to the value of 22,350 dollars; 109 persons produced 2341 small arms, with a capital of 19,060 dollars; twenty-one persons manufactured the precious metals to the value of 19,060 dollars; 657 persons produced bricks and lime to the value of 240,919 dollars; 516 persons manufactured 2,282,426 lbs. of soap, 563,635 lbs. of tallow candles, and 315 lbs. of spermaceti or wax candles, with a capital of 28,765 dollars; 889 distilleries produced 1,763,685 gallons, and fifty breweries produced 214,589 gallons, the whole employing 1092 persons, and a capital of 315,308 dollars; 533 persons produced carriages and waggon to the value of 168,724 dollars, with a capital of 79,378 dollars; 258 flouring mills produced 273,088 barrels of flour, and with other mills employed 2067 persons, producing articles to the value of 2,437,987 dollars, with a capital of 1,650,689 dollars; 453 persons manufactured furniture to the value of 273,350 dollars, with a capital of 139,295 dollars; 485 stone or brick houses, and 1757 wooden houses employed 2883 persons, and cost 1,039,172 dollars; thirty-four printing offices, three binderies, five daily, seven semi-weekly, and twenty-six weekly newspapers, and eight periodicals, employed 226 persons and a capital of 86,325 dollars. The whole amount of capital employed in manufactures, was 5,945,259 dollars.—*Official Returns.*

Education.—The Transylvania university, at Lexington, was founded in 1798, and is an important institution. Centre college, at Danville, was founded in 1822; St. Joseph's college, at Bardstown (Catholic), was founded in 1819; Augusta college, at Augusta (Methodist), was founded in 1825; Cumberland college, at Princeton, was founded in 1825; Georgetown college, at Georgetown (Baptist), was founded in 1829; Bacon college, at Harrodsburg, was founded in 1836; St. Mary's college, Marion county (Catholic), was founded in 1837. There is a flourishing medical department connected with the Transylvania university, and a medical institution at Louisville. In these institutions there were, in 1840, 1419 students. There were in the state, 116 academies and grammar schools, with 4906 students; 952 common and primary schools, with

24,641 scholars; and 40,010 free white persons, over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Baptists, the most numerous denomination, had 500 churches, about 300 ministers, and 35,000 communicants; the Methodists, 100 travelling preachers, and 31,369 communicants; the Presbyterians, 120 churches, and 8000 or 10,000 communicants; the Episcopalians, one bishop and thirteen ministers; the Roman Catholics, one bishop and thirty-four ministers. There is also a considerable number of Cumberland Presbyterians, Reformed Baptists, two societies of Shakers, and one of Unitarians.—*U. S. Gaz.*

Banks.—At the commencement of 1840, this state had fourteen banks and branches, with an aggregate capital of 7,789,003 dollars, and a circulation of 3,476,367 dollars.—(See Banks of the United States hereafter.)

Public Works.—A short but most important work of internal improvement, is the Louisville and Portland canal, two miles and a half long, around the rapids in the Ohio river at Louisville. It admits steamboats of the largest class, is excavated ten feet deep, in solid limestone, and cost 730,000 dollars. The navigation of Kentucky, Licking, and Green rivers, has been extensively improved by dams and locks. The Lexington and Ohio railroad extends from Lexington to Frankfort, and is intended to be continued to Louisville. Several other railroads have been projected.—*U. S. Gaz.*

PRINCIPAL TOWNS.

LOUISVILLE, the most populous city in the state of Kentucky, is advantageously situated on the south bank of the Ohio river, at the head of the Rapids. In latitude 38 deg. 8 min. north; longitude, 85 deg. 26 min. west; 120 miles below Cincinnati, and 596 miles from Washington. It has increased and thriven with extraordinary rapidity. In 1800, the population consisted of about 600 inhabitants; increased in 1810, to 1357; in 1820, to 4012; in 1830, to 10,336; in 1840, to 21,210; and in 1845, the population may be estimated at about 30,000 inhabitants. In 1840, it contained twelve churches, 375 stores, several printing offices, published three daily and seven semi-weekly newspapers; twelve foreign trade houses, capital 192,000 dollars; value of goods sold annually, about 30,000,000 dollars. The Ohio is more than a mile wide opposite the town, and there is a constant and rapid arrival and departure of steamboats and river craft. Its trade has greatly increased since 1840.—(See Internal Trade of the United States hereafter.)

FRANKFORT, capital of the state, is situated on a plain, and on the east side of Kentucky river, sixty miles above its junction with the Ohio; twenty-two miles west-north-west of Lexington, fifty-one miles east of Louisville, 102 miles south-south-west of Cincinnati, 542 miles from Washington. In 38 deg. 14 min. north latitude, and 84 deg. 40 min. west longitude. Population, in 1810, 1099; in 1820, 1679; in 1830, 1680; in 1840, 1917. The river is, at this town, about eighty yards wide, and after heavy rains, frequently rises sixty feet. Steamboats of 300 tons come up to this place when the water is high, and a large quantity of foreign goods is brought here to supply the rich and fertile country around. The banks of the river here are high, and a chain bridge crosses it to the flourishing village of South Frankfort, which may be regarded as an appendage, though its population is not included in the above. Large vessels, designed to navigate the ocean, have been built here, and floated to New Orleans.

LEXINGTON, is situated on a branch of the Elkhorn river, in 38 deg. 6 min. north latitude, and 48 deg. 18 min. west longitude; twenty-four miles east-south-east of Frankfort, eighty-five miles south of Cincinnati, seventy-four miles east of Louisville, and 522 miles from Washington. Population, in 1820, 5279; in 1830, 6404; in 1840, 6997. It is the oldest town in the state, was formerly the capital, and is one of the best built places in the western states. It is regularly laid out, and some of the streets are paved. The main street is eighty feet wide, and one mile and a half in length, and the principal roads leading to the city are macadamised for some distance from it. Many of the streets are bordered with trees, and the environs are beautiful. There is a public square near the centre of the place, surrounded by fine brick buildings. The city contained, in 1840, about 1200 dwellings, ten churches, a masonic hall, the state lunatic asylum, the halls of Transylvania university, the libraries of which contained 12,242 volumes. It had, in 1840, two foreign commission houses, capital 35,500 dollars; seventy-two retail stores, capital 892,285 dollars; value of machinery produced, 12,800 dollars; hardware, cutlery, &c., 10,000 dollars; one woollen factory, nine rope-walks, capital 186,860 dollars; three tanneries, one brewery, four printing offices, one bindery, three weekly and two semi-weekly newspapers, and seven periodicals. Capital in manufactures, 428,340 dollars. In 1797, it contained only fifty houses. The country around Lexington is one of the most fertile districts in the United States.

MAYSVILLE, is situated on the south side of Ohio river, on a narrow bottom between the river, and the high hills which rise in its rear. It has three streets, running parallel with the river, and four crossing them at right angles. It contained, in 1840, three churches, about 500 dwellings,

and 2741 inhabitants. It has a good harbour for boats. Most of the goods imported into the north-east part of the state are landed here. There were, in 1840, nine commission houses, capital 111,600 dollars; twenty-nine stores, capital 133,000 dollars; two lumber yards, capital 10,500 dollars; one cotton factory, 1100 spindles, one tannery, one brewery, one flouring mill, one saw mill, two printing offices, three weekly and one semi-weekly newspapers. Capital in manufactures, 94,300 dollars.

Finances.—The state debt is 4,064,500 dollars, of which 615,000 dollars is at the rate of five per cent, and the balance at six per cent interest. The commissioners of the Sinking Fund have promptly paid the interest on the debt. Value of taxable property, in 1843, 196,729,083 dollars; white males over twenty-one, in 1843, 124,700. Total revenue, 312,235 dollars 86 cents, exclusive of bank stocks, tolls on rivers and roads, and profits of the Penitentiary. Surplus in the Treasury, October 10, 1843, 64,614 dollars 10 cents.

IV. MISSOURI.

MISSOURI is bounded north by Iowa territory; east by Illinois, Kentucky, and Tennessee, from which it is separated by the Mississippi river; south by Arkansas; and west by the Indian territory. It is between 36 deg. and 40 deg. 36 min. north latitude, and between 89 deg. and 95 deg. 30 min. west longitude, and between 12 deg. 17 min. and 17 deg. 23 min. west longitude from Washington. It is 287 miles long, and 230 miles broad, containing 64,000 square miles, or 40,960,000 acres. The population, in 1810, was 19,833; in 1820, 66,586; in 1830, 140,074; in 1840, 383,702, of which 58,240 were slaves. Of the free population, 173,470 were white males; 150,418 white females; 883 were coloured males; 691 coloured females. Employed in agriculture, 92,408; in commerce, 2522; in manufactures and trades, 11,100; in mining, 742; navigating the ocean, 39; navigating canals, rivers, &c., 1885; learned professions, 1469.

This state is divided into sixty-two counties, which, with their population, in 1840, and their capitals, were as follows:—Audrain, 1949, C. Mexico; Barry, 4795, C. McDonald; Benton, 4205, C. Warsaw; Boone, 13,561, C. Columbia; Buchanan, 6237, C. Sparta; Caldwell, 1458, C. Far West; Callaway, 11,765, C. Fulton; Cape Girardeau, 9359, C. Jackson; Carroll, 2433, C. Carrollton; Chariton, 4746, C. Keytesville; Clark, 2846, C. Waterloo; Clay, 8282, C. Liberty; Clinton, 2724, C. Plattsburg; Cole, 9286, C. Jefferson City; Cooper, 18,484, C. Booneville; Crawford, 3561, C. Steelville; Daviess, 2736, C. Gallatin; Franklin, 7515, C. Union; Gasconade, 5330, C. Herman; Greene, 5372, C. Springfield; Howard, 13,108, C. Fayette; Jackson, 7612, C. Independence; Jefferson, 4296, C. Hillsborough; Johnson, 4471, C. Warrensburg; La Fayette, 6815, C. Lexington; Lewis, 6040, C. Monticello; Lincoln, 7449, C. Troy; Linn, 2245, C. Linneus; Livingston, 4325, C. Chillicothe; Macon, 6034, C. Bloomington; Madison, 3395, C. Fredericktown; Marion, 9623, C. Palmyra; Miller, 2282, C. Tuscumbia; Monroe, 9505, C. Paris; Morgan, 4407, C. Versailles; Montgomery, 4371, C. Danville; New Madrid, 4554, C. New Madrid; Newton, 3790, C. Neosho; Perry, 5760, C. Perryville; Pettis, 2930, C. Georgetown; Platte, 8913, C. Platte City; Pike, 10,646, C. Bowling Green; Polk, 8449, C. Bolivar; Pulaski, 6529, C. Waynesville; Ralls, 5670, C. New London; Randolph, 7198, C. Huntsville; Ray, 6553, C. Richmond; Ripley, 2856, C. Van Buren; Rives (named changed to Henry), 4726, C. Clinton; St. Charles, 7911, C. St. Charles; St. Francis, 3211, C. Farmington; St. Genevieve, 3148, C. St. Genevieve; St. Louis, 35,979, C. St. Louis; Saline, 5258, C. Marshall; Scott, 5374, C. Benton; Shelby, 3056, C. Shelbyville; Stoddard, 3153, C. Bloomfield; Taney, 3264, C. Forsyth; Van Buren, 4693, C. Harrisonville; Warren, 4253, C. Warrenton; Washington, 7213, C. Potosi; Wayne, 3403, C. Greenville. There have been several new counties erected since 1840.

Soil.—This state presents a great variety of surface and of soil. Alluvial, or bottom soil, extends along the margin of the rivers; receding from which, the land rises in some parts imperceptibly, in others very abruptly, into elevated barrens, or rocky ridges. In the interior, bottoms and barrens, naked hills and prairies, heavy forests and streams of water, may often be seen at one view, presenting a diversified and beautiful landscape. The south-east part of the state has a very extensive tract of low, marshy country, abounding in lakes.

and liable to inundation. Back of this a hilly country extends as far as the Osage river. This portion of the state, though not generally distinguished for the fertility of its soil, though it is interspersed with fertile portions, is particularly celebrated for its mineral treasures.—*U. S. Gaz.*

Between the Osage and Missouri rivers, is a tract of country very fertile, and agreeably diversified with woodland and prairie, and abounding with coal, salt springs, &c. The country north of the Missouri is emphatically "the garden of the west." There is no country where a greater extent of territory can be traversed more easily, when in its natural state. The surface is for the most part undulated. The scenery diversified by picturesque hills, and extensive prairies, interspersed with shady groves and clear rivers and streams. Almost every acre of this country is susceptible of high agricultural improvement, and the soil and climate capable of producing all the products of even the southern states, except sugar. The chief productions are tobacco, cotton, Indian corn, wheat, rye, oats, barley, and grasses. Large numbers of horses, mules, horned cattle, sheep, and hogs, are annually raised for exportation. "All that part of the state north of Missouri river, and that south of the Missouri and west of the Gasconade, may be called rolling prairie, nearly the whole of which is capable of cultivation. That part of the state between the Gasconade and Mississippi rivers, may be called hilly, but it affords good grazing, and abounds in mineral wealth. The soil generally, throughout the state, is deep and rich, produced by the decayed vegetable matter of centuries. Wherever the prairie fires are kept down, there springs up a thick underbrush, which, in a few years is converted into a forest. Some parts of St. Louis county, which, a few years ago, were prairie, are now covered with timber, so that hardly any prairie can now be found in the county. And so it is throughout the state. The country on the St. François river, which was formerly capable of cultivation, has, by the effects of the earthquake which destroyed New Madrid, become marshy, but it might again be capable of cultivation, by clearing out the St. François, and by draining; but at present, while so much good land is to be obtained at the government price, it would be unprofitable. There is no doubt, however, that this part of the country will, in the course of time, be all drained and cultivated. Timber is found in larger or smaller quantities throughout the state. The river bottoms throughout the state, are covered with a thick growth of cotton wood, oak, elm, ash, black and white walnut, hickory, &c. The head waters of the Gasconade are covered with a thick growth of the yellow pine, of which large quantities are sawed into lumber and floated to market. The value of lumber produced, according to the census of 1840, in the state, was 70,355 dollars, of which Pulaski county furnished 25,300 dollars, and Cooper 10,580 dollars. The amount has more than doubled since that time, and the annual value produced for 1842, was at least 200,000 dollars. In 1840, 356 barrels of pitch, tar, &c., were produced."—*Hunt's Magazine.*

Live Stock and Agricultural Produce.—In the year 1840, there were in this state, 196,132 horses and mules; 433,875 neat cattle; 348,018 sheep; 1,271,161 swine; poultry valued at 270,647 dollars. There were produced 1,037,386 bushels of wheat; 9801 bushels of barley; 2,234,947 bushels of oats; 68,608 bushels of rye; 15,318 bushels of buckwheat; 17,332,524 bushels of Indian corn; 562,265 lbs. of wool; 56,461 lbs. of wax; 783,768 bushels of potatoes; 49,083 tons of hay; 18,010 tons of hemp and flax; 9,067,913 lbs. of tobacco; 121,121 lbs. of cotton; 274,853 lbs. of sugar. The products of the dairy were valued at 100,432 dollars; of the orchard at 90,878 dollars; of lumber at 70,355 dollars.

Climate.—The climate of this state, though generally healthy, is subject to great extremes of heat and cold. The Missouri is frozen so hard for a number of weeks in the winter, as to be safely crossed with loaded waggons. In the summer the heat is often great, but the air is generally pure, dry, and salubrious.

Minerals.—Of the minerals and fossils already discovered, the principal are lead, coal, plaster, iron, manganese, zinc, antimony, cobalt, various kinds of ochre, common salt, nitre, plumbago, porphyry, jasper, chalcedony, and marble. Lead is extensively found; a district 100 miles long and forty miles broad, the centre of which is seventy miles south-west of St. Louis, and about thirty-five miles from Herculaneum, is the part of the state where it is procured in the greatest abundance. This lead region covers an area of more than 3000 square miles. The ore is of the richest kind, and exists in quantities more than sufficient to supply the demand of the whole United States. The iron mines are scarcely

less remarkable than the lead. In St. Francis county exists the celebrated "mountain" of micaceous oxide of iron, which has an elevation of 300 feet above the surrounding plain, is a mile and a half across its summit, and yields eighty per cent of pure metal. Five miles south is another magnificent pyramidal "mountain," denominated the Pilot Knob, 300 feet high, with a base a mile and a half in circumference, of the same rich species of iron ore. This pyramid is not in plates, but huge masses of several tons in weight, which yields also eighty per cent of pure metal. Washington county is a perfect bed of metallic treasures. Throughout the mineral district are found beds of rich, red, marl clay, which proves to be the very best manure for the soil.

Rivers.—The Mississippi winds along the entire eastern boundary of the state, for a distance of 400 miles, and receives in its course the waters of the great Missouri, which, indeed, deserves to be regarded as the main stream. Through the central and richest part of the state the Missouri rolls its immense volume of water, being navigable for steamboats, 1800 miles from its entrance into the Mississippi, for four or five months in the year. The La Mine, Osage, and Gasconade, on the south, and the Grand and Chariton on the north side, are navigable tributaries of the Missouri. Maramec river runs through the mineral district, is a navigable stream, and enters the Mississippi eighteen miles below St. Louis. Salt river, which is also navigable, enters the Mississippi eighty-five miles above the Missouri. The White and St. Francis drain the south-east, and the tributaries of the Neosho the south-west part of the state.—*U. S. Gaz.*

Towns.—St. Louis is much the largest and most commercial place in the state. It is situated on the west bank of the Mississippi, eighteen miles below the mouth of the Missouri. St. Genevieve, about 100 miles west of the Mississippi, and sixty-four miles below St. Louis, is settled principally by French, and has considerable trade, particularly in lead. Potosi, in the mining district, is a flourishing town. Herculaneum is the principal place of deposit for lead from the mines. New Madrid is the most noted landing-place for boats on the Mississippi, above Natchez, and Clarkesville and Hannibal, north of St. Louis. St. Charles, on the Missouri, twenty miles above St. Louis, is an important place, and Booneville, Lexington, Liberty, and Independence, in the west part of the state. Jefferson city, the capital, on the Missouri, 134 miles from St. Louis, is a growing place.—*U. S. Gaz.*

Trade.—There were, in 1840, three commercial and thirty-nine commission houses engaged in foreign trade, with a capital of 746,500 dollars; 1107 retail dry goods and other stores, with a capital of 8,158,802 dollars; 345 persons employed in the lumber trade, with a capital of 318,029 dollars; seventy-nine persons engaged in internal transportation, who, with 128 butchers, packers, &c., employed a capital of 173,650 dollars.

Manufactures.—In 1840, the value of home-made or family manufactures was 1,149,544 dollars; there were nine woollen manufactories, employing thirteen persons, producing articles to the value of 13,750 dollars, and employing a capital of 5000 dollars; two furnaces producing 180 tons of cast iron, and four forges, &c., producing 118 tons of bar iron, the whole employing eighty persons, and a capital of 79,000 dollars; twenty-one smelting houses, producing 5,295,455 lbs. of lead, employing 252 persons, and a capital of 235,806 dollars; fifty-nine persons produced 249,302 bushels of bituminous coal, employing a capital of 9488 dollars; thirty-six persons produced 13,150 bushels of salt, with a capital of 3550 dollars; twelve potteries produced articles to the value of 12,175 dollars, employing thirty-three persons, and a capital of 7250 dollars; 191 persons produced machinery to the value of 190,412 dollars; forty-eight persons produced 959 small-arms; twelve persons manufactured the precious metals to the value of 5450 dollars; seventy-three persons produced granite and marble to the value of 32,050 dollars; 671 persons produced bricks and lime to the value of 185,234 dollars; 298 distilleries produced 508,368 gallons, and seven breweries produced 374,700 gallons, the whole employing 365 persons, and a capital of 189,976 dollars; 201 persons produced carriages and waggons to the value of 97,112 dollars, with a capital of 45,074 dollars; one powdermill, employing two persons, produced 7500 lbs. of gunpowder, with a capital of 1050 dollars; eight persons produced drugs and paints to the value of 13,500 dollars, with a capital of 7000 dollars; sixty-four flouring mills produced 49,363 barrels of flour, and, with other mills, employed 1326 persons, producing articles to the value of 960,058 dollars, with a capital of 1,266,019 dollars;

413 brick or stone houses, and 2202 wooden houses, were built by 1966 persons, and cost 1,441,573 dollars; forty printing offices, six daily, five semi-weekly or tri-weekly, and twenty-four weekly newspapers, employed 143 persons, and a capital of 79,350 dollars. The whole amount of capital employed in manufactures was 2,704,405 dollars.

Education.—The University of St. Louis (a Catholic institution), at St. Louis, was founded in 1829; St. Mary's college at Barren's (also Catholic) was founded in 1830; Marion college, at New Palmyra, was founded in 1831; Missouri university, at Columbia, was founded in 1840; St. Charles college, at St. Charles, is a Methodist institution, founded in 1839; Fayette college, at Fayette, is a new institution. In all these colleges there were, in 1840, 495 students. There were in the state, forty-seven academies, with 1926 students; and 642 primary and common schools, with 16,788 scholars. There were 19,457 white persons over twenty years of age, who could neither read nor write.

Religion.—In 1840, there were fifty-one Methodist itinerant preachers, who travelled 8692 miles. The Baptists had 146 churches and eighty-six ministers; Presbyterians thirty-three churches, seventeen ministers; Roman Catholics, one bishop, thirty priests; Episcopalians three ministers.

SAINT LOUIS is situated on the west bank of the Mississippi, eighteen miles by water below the junction of the Missouri. It lies in 38 deg. 36 min. north latitude, and 89 deg. 56 min. west longitude from Greenwich, and 13 deg. 14 min. west longitude from Washington; thirty miles below the junction of the Illinois; 200 miles above that of the Ohio; 1132 miles, by the course of the river, above New Orleans; 1100 miles below the falls of St. Anthony; 120 miles east of Jefferson city; 808 miles from Washington. The population, in 1810, was 1600; in 1820, 4598; in 1830, 6694; in 1840, 16,469, of whom 1631 were slaves. Employed in commerce, 845; in manufactures and trades, 2012; navigating rivers, &c., 891; in the learned professions, &c., 188.—*U. S. Gaz.*

"The situation of the city is pleasant and healthy. The ground rises gradually from the first to the second bank of the river; and on the second bank, which is about forty feet higher than the first, the city is chiefly built. It presents a beautiful appearance as seen from the opposite side of the river, or as it is approached on the river. At the distance of about half a mile from the river, the ground attains its highest elevation, and spreads out in a plain to the west. There are five principal streets running parallel with the river, which are crossed by many others, at right angles. Two streets along the river are narrow, but those which have been more recently laid out, on the second bank, are regular and spacious, and present many commanding situations. The compact part of the city extends about a mile and a half along the river; but there are suburbs on the north and south making the whole extent five miles. It contains many neat, and some elegant buildings. The more recent houses have been built of brick, made of an excellent quality in the immediate vicinity; some are of stone, quarried on the spot, and generally white-washed. Many of the houses have spacious and beautiful gardens attached to them.

"Front-street is open on the side toward the water, and on the other side is a range of warehouses four stories high, built of limestone, which have a very commanding appearance, and are the seat of a heavy business. In First-street, the wholesale and retail dry goods stores are located; and in the streets back of this are the artisans and tradesmen.

"The city is watched from the Mississippi. The water is raised by steam power to a reservoir situated on an elevated ancient mound, whence it is distributed in iron pipes through the city. A company is also formed for lighting the city with gas. The country around St. Louis, and west for fifteen miles, is a very fertile prairie.

"The city is admirably situated for commerce, and already surpasses in its trade every other place north of New Orleans. The Mississippi and the Illinois to the north, the Ohio and its tributaries to the south-east, and the Missouri to the west, give it a ready access to a vast extent of country; and to the south the Mississippi furnishes an outlet to the ocean for its accumulated productions. It is the principal western depôt of the American Fur company, who have a large establishment in the place, and nearly 1000 men in their employ. A vast amount of furs of every description is here collected; and 10,000 dried buffalo tongues have been brought in in a single year.—(See Fur Trade hereafter.) Numerous steamboats ply from this place in various directions. The steamboat arrivals,

in a single year, have amounted to over 800, with a tonnage of over 100,000. The total tonnage of this port, in 1840, was 11,259.

"Among the public buildings, the city hall, a splendid building of brick, several of the churches, and particularly the Roman Catholic cathedral, deserve notice. The cathedral is 136 feet long, eighty-four feet wide, and the walls are forty feet high. The front of the edifice is fifty-eight feet high, above which the tower of the steeple rises twenty feet square to the height of forty feet. This is surmounted by an octagon spire covered with tin, crowned with a brass gilt ball five feet in diameter, surmounted by a cross of gilt brass ten feet high. In the steeple is a peal of six bells, the three largest of which weigh from 1600 lbs. to 2600 lbs. each. The front of the building is of polished freestone, with a portico of four massive Doric columns. There is also a United States' land office, a theatre, and a concert hall.

"There are several literary and benevolent institutions in the city. The St. Louis university is under the direction of the Catholics, and has fifteen instructors, sixty students, and 7900 volumes in its libraries. It has a spacious building in the city, and is amply endowed. Kemper college is under the direction of the Episcopalians, and is beautifully situated four miles from the city, with extensive grounds around it. Its medical department is within the city, and has a spacious building capable of accommodating 400 students, a hall for lectures, chemical laboratory, &c. The Western academy of sciences has an extensive museum of natural history and mineralogy, &c. There is also a museum, containing Indian antiquities, fossil remains, and other curiosities.

"The Convent of the Sacred Heart is an institution of nuns, for conducting female education. The Protestant ladies conduct an Orphan Asylum; and there is a Catholic Orphan Asylum, conducted by the Sisters of Charity.

"There are fourteen churches in the city—two Episcopal, two Methodist, two Presbyterian, two Roman Catholic, one Associate Reformed Presbyterian, one German Lutheran, one Baptist, one Unitarian, one African Methodist, and one African Baptist."—*U. S. Gaz.*

The city has a bank and two insurance companies. In the southern limits of the city is a United States' arsenal, and fourteen miles distant from it are the United States' Jefferson barracks, capable of accommodating 600 or 700 men.

Trades.—There were, in 1840, one foreign commercial and twenty-four commission houses, with a capital of 717,000 dollars; 214 retail stores, with a capital of 3,875,050 dollars; seventeen lumber yards, with a capital of 287,529 dollars; forty persons employed in internal transportation, together with thirty-seven butchers and packers, employed a capital of 141,500 dollars; furs, skins, &c., valued at 306,300 dollars; machinery, 169,807 dollars; two tanneries, capital 54,500 dollars; one distillery, and six breweries, capital 48,800 dollars; one rope walk, capital 10,000 dollars; two flouring mills, one grist mill, six saw mills, one oil mill, capital 106,500 dollars; twenty-two printing offices, six daily, seven weekly, and five semi-weekly newspapers, employed a capital of 49,650 dollars; 210 brick and stone, and 130 wooden houses, cost 761,980 dollars. Total capital in manufactures, 674,250 dollars. Ten academies, 577 students; seven schools, 713 scholars.

—Official Returns.

St. Louis was founded, in 1764, by the French from Canada, as a trading post with the Indians; but during the French and Spanish possession of it, it remained an inconsiderable village.—*U. S. Gaz.*

In an article on the Resources of Missouri, in "Hunt's Magazine," it is remarked, that "many thriving towns have sprung up, within a few years, in this state, and which bid fair to become of some importance—situated on the banks of our large rivers, and shipping ports for large and fertile districts of country. Among these may be mentioned Hannibal, Booneville, Independence, Weston, Rocheport, and several others. St. Louis, however, is destined to be the largest city in the state; and, in all probability, will become the largest west of the Alleghanies; next to that of New Orleans. Any one who will glance at the map of the Mississippi and Missouri valleys, will see that its geographical position, and natural advantages, ensure this. Situated on the first bluff below the mouth of the Missouri, it is the first point, below that stream, that affords a good site for a city. The Mississippi, below this point, is navigable for boats of the largest class, at nearly all seasons of the year:

some of which carry from 800 tons to 1000 tons of freight, down stream. Above this point, the rivers are shallower, so that freight, to be sent either up or down, must be here landed and reshipped. The Missouri, a few miles above, runs westwardly—navigable for steamboats for 1000 miles, draining one of the most fertile states of the union. North, runs the Mississippi, to the falls of St. Anthony, between the fertile and rapidly growing territories of Iowa and Wisconsin, and the state of Illinois. A few miles above the mouth of the Missouri, is the Illinois river, running for 300 miles to the north-east, through the fertile state of Illinois. It is to be hoped that, in the course of a few years, a canal will unite this river with the waters of Lake Michigan; which will open the trade of the eastern part of Wisconsin, and western part of Michigan, to the markets of St. Louis. The trade of the whole of this part of the country passes by St. Louis, and it is constantly increasing. Groceries of all kinds will seek this market, to be reshipped to the north, east, and west. Instances have been known of persons purchasing cigars and coffee in St. Louis, shipping them to Peru, on the Illinois, by steamboats, and waggoning thence to Chicago; and selling them there at lower prices than those brought from New York, by a continuous water navigation. From this point is shipped nearly all the lead produced at the mines in Illinois and Wisconsin.

"The population of St. Louis, within the present city limits,* is more than 30,000; when, by the census of 1840, it was but little above 24,000. The imports and exports, for 1841, exceeded 30,000,000 dollars. From the 1st of January, 1841, to the 1st of January, 1842, the number of steamboats visiting St. Louis amounted to 1928, with an aggregate tonnage of 262,281. The number of boats, in 1842, was 2050, with a tonnage of 302,698."—(See Internal Trade of the United States hereafter.)

FINANCES OF MISSOURI.

<i>Principal Items of Expenditure.</i>		<i>Chief Sources of Income.</i>	
	dollars.		dollars.
Salaries of executive officers.....	9,150	Direct taxes	130,000
Expenses of executive	4,000	Income of state funds	32,270
Salaries of judiciary.....	22,550		
Expenses of legislature*.....	56,000		
Interest on state debt.....	71,000	Amount of state debt	922,000
Common schools	12,000	Annual interest on debt	71,000
Charitable establishments	160		

The expenditure of the state is generally equal to its income, leaving little or no balance for a sinking fund.

V. ILLINOIS.

ILLINOIS is bounded north by Wisconsin territory; east, by Lake Michigan and Indiana; south, by the Ohio river, which separates it from Kentucky; and west, by Missouri and Iowa territory, from which it is separated by the Mississippi river. It is between 37 deg. and 42 deg. 30 min. north latitude, and between 87 deg. 17 min. and 91 deg. 50 min. west longitude, and between 10 deg. 20 min. and 14 deg. 21 min. west longitude from Washington. It is 350 miles long by 180 miles broad, comprising an area of about 50,000 square miles, or 32,000,000 acres. The population, in 1810, was 12,282; in 1820, 55,211; in 1830, 157,575; in 1840, 476,183; of which 255,235 were white males; 217,049 white females; 1876 were coloured males; 1722 coloured females. Employed in agriculture, 105,337; in commerce, 2506; in manufactures and trades, 13,185; in mining, 782; navigating the ocean, 63; navigating lakes, rivers, and canals, 310; learned professions, 2021.

This state is divided into eighty-seven counties, which, with their population, in 1840, and their capitals, were as follows:—Adams, 14,476, C. Quincy; Alexander, 3313, C.

* The legislature sat, in 1842-43, 100 days.

Unity ; Bond, 5060, C. Greenville ; Boone, 1705, C. Belvidere ; Brown, 4188, C. Mount Sterling ; Bureau, 8067, C. Princeton ; Calhoun, 1741, C. Gilead ; Carroll, 1023, C. Savannah ; Cass, 2981, C. Virginia ; Champaign, 1475, C. Urbana ; Christian, 1878, C. Edinburg ; Clarke, 7453, C. Marshall ; Clay, 3228, C. Lewisville ; Clinton, 3718, C. Carlyle ; Coles, 9616, C. Charleston ; Cook, 10,201, C. Chicago ; Crawford, 4422, C. Palestine ; De Kalb, 1697, C. Sycamore ; De Witt, 3247, C. Clinton ; Du Page, 8535, C. Napierville ; Edgar, 8225, C. Paris ; Edwards, 3070, C. Albion ; Effingham, 1675, C. Ewington ; Fayette, 6328, C. Vandalia ; Franklin, 3682, C. Benton ; Fulton, 13,142, C. Lewiston ; Gallatin, 10,760, C. Equality ; Greene, 11,951, C. Carrollton ; Hamilton, 3945, C. McLeansborough ; Hancock, 9946, C. Carthage ; Hardin, 1378, C. Elizabethtown ; Henry, 1260, C. Morristown ; Iroquois, 1695, C. Montgomery ; Jackson, 3566, C. Brownsville ; Jasper, 1472, C. Newton ; Jefferson, 5762, C. Mount Vernon ; Jersey, 4535, C. Jerseyville ; Jo-Davies, 6180, C. Galena ; Johnson, 3626, C. Viena ; Kane, 6501, C. Geneva ; Knox, 7060, C. Knoxville ; Lake, 2634, C. Little Fort ; La Salle, 9348, C. Ottawa ; Lawrence, 7092, C. Lawrenceville ; Lee, 2035, C. Dixon ; Livingston, 759, C. Pontiac ; Logan, 2333, C. Postville ; Macon, 3039, C. Decatur ; Macoupin, 7826, C. Carlinville ; Madison, 14,433, C. Edwardsville ; Marion, 4742, C. Salem ; Marshall, 1849, C. Lacon ; McDonough, 5308, C. Macomb ; McHenry, 2578, C. McHenry ; McLean, 6565, C. Bloomington ; Menard, 4431, C. Petersburg ; Mercer, 2352, C. Millersburg ; Monroe, 4481, C. Waterloo ; Montgomery, 4490, C. Hillsborough ; Morgan, 19,547, C. Jacksonville ; Ogle, 3479, C. Oregon city ; Peoria, 6153, C. Peoria ; Perry, 3222, C. Pinckneyville ; Pike, 11,728, C. Pittsfield ; Pope, 4094, C. Golconda ; Putnam, 2131, C. Hennepin ; Randolph, 7944, C. Kaskaskia ; Rock Island, 2610, C. Rock Island ; Sangamon, 14,716, C. Springfield ; Schuyler, 6972, C. Rushville ; Scott, 6215, C. Winchester ; Shelby, 6659, C. Shelbyville ; Stark, 1573, C. Toulon ; Stephenson, 2800, C. Freeport ; St. Clair, 13,631, C. Belleville ; Tazewell, 7221, C. Tremont ; Union, 5524, C. Jonesborough ; Vermilion, 9303, C. Danville ; Wabash, 4240, C. Mount Carmel ; Warren, 6739, C. Moundmouth ; Washington, 4810, C. Nashville ; Wayne, 5133, C. Fairfield ; White, 7919, C. Carmi ; Whiteside, 2514, C. Sterling ; Will, 10,167, C. Joliet ; Williamson, 4457, C. Bainbridge ; Winnebago, 4609, C. Rockford.

Soil.—The surface of this state is generally level. There is no mountain in its whole extent, though the northern and southern parts are hilly and broken. The portion of the state south of a line from the mouth of the Wabash to the mouth of the Kaskaskia, is generally covered with timber, but, north of this, the prairie country predominates. The eye sometimes wanders over immense plains, covered with grass, with no other boundary of its vision but the distant horizon, though the view is often broken by occasional woodlands. The dry prairies are generally from thirty to 100 feet higher than the bottom land on the rivers, and frequently no less fertile. A range of bluffs commences on the margin of the Mississippi, a short distance above the mouth of the Ohio, and extends north beyond the Des Moines rapids, sometimes rising abruptly from the water's edge, but generally a few miles distant from it, leaving, between the bluffs and the river, a strip of alluvial formation of inexhaustible fertility. The banks of the Illinois and Kaskaskia, in some places, present sublime and picturesque scenery. Several of their tributary streams have excavated for themselves deep gulfs, particularly those of the Kaskaskia, whose banks, near the junction of Big Hill creek, present a perpendicular front of solid limestone 140 feet high.—*U. S. Gaz.*

The peninsula between the Mississippi and Illinois rivers has been surveyed as military bounty lands by the United States, making an area equal to 240 townships of six miles square, which would be equal to 8640 square miles, or nearly to 5,530,000 acres. These lands are said to be of excellent quality. The soil throughout the state generally may be considered as fertile.

Live Stock and Agricultural Produce.—In 1840, in this state there were 199,235 horses and mules ; 626,274 neat cattle ; 395,672 sheep ; 1,495,254 swine ; poultry, valued at 309,204 dollars. There were produced 3,335,393 bushels of wheat ; 82,251 bushels of barley ; 4,988,008 bushels of oats ; 88,197 bushels of rye ; 57,884 bushels of buckwheat ; 22,634,211 bushels of Indian corn ; 650,007 lbs. of wool ; 17,742 lbs. of hops ; 29,173 lbs. of wax ; 2,025,520 bushels of potatoes ; 164,932 tons of hay ; 1976 tons of

hemp and flax; 564,826 lbs. of tobacco; 460 lbs. of rice; 200,947 lbs of cotton; 1150 lbs. of silk cocoons; 399,813 lbs. of sugar. The products of the dairy were valued at 428,175 dollars; of the orchard, at 126,756 dollars; of lumber, 203,666 dollars. Value of skins and furs, 39,412 dollars. There were made 474 gallons of wine.—*Official Returns.*

Climate.—The climate is generally healthy, the air pure and serene, but the winters cold. The average temperature through the year is from 50 deg. to 53 deg. of Fahrenheit. In the neighbourhood of low and wet lands, particularly near the mouths of the Wabash and the Ohio, the country is unhealthy. The summers in the southern part of the state are warm.

Rivers.—The Illinois is the largest river in the state. Fox and Des Plaines rivers, its two largest branches from the north, rise in Wisconsin, and with Kankakee river, from Indiana, form the Illinois, and after a course of more than 400 miles, it enters the Mississippi twenty miles above the Missouri. It is navigable a distance of about 250 miles. Rock river rises in Wisconsin, and after a course of 300 miles, mostly in Illinois, it falls into the Mississippi. The Kaskaskia rises near the middle of the state, and after a south-westwardly course of 250 miles, enters the Mississippi, sixty-three miles below the Missouri. It is navigable for boats for 150 miles. The Wabash forms a part of the east boundary. (See Indiana.) The Little Wabash, after a course of 130 miles, enters the Wabash a little above its confluence with the Ohio. Peoria lake, through which the Illinois river flows, about 200 miles from its mouth, is a beautiful sheet of water, twenty miles long, and two miles broad.

The principal commercial depôt in the north is Chicago, on Lake Michigan, at the mouth of Chicago river, with a tolerable harbour, which has been improved by piers extending into the lake. The most commercial place on the Mississippi is Alton, two miles and a half above the Missouri. It has a fine landing-place, with a natural wharf consisting of a flat rock, well suited to the purpose. The other principal places are Springfield, Quincy, Galena, Peoria, Vandalia, and Kaskaskia.

Trade.—There were in this state, in 1840, two commercial and fifty-one commission houses engaged in foreign trade, with a capital of 333,800 dollars; 1348 retail dry goods and other stores, with a capital of 4,904,125 dollars; 405 persons employed in the lumber trade, with a capital of 93,350 dollars; 117 persons employed in internal transportation, who, with 268 butchers, packers, &c., employed a capital of 642,425 dollars.—*Official Returns.*

Manufactures.—The value of home-made or family manufactures was 993,567 dollars. There were four fulling mills, and sixteen woollen manufactories, employing thirty-four persons, producing goods to the value of 9540 dollars, with a capital of 26,205 dollars; four furnaces produced 158 tons of cast iron; twenty smelting houses produced 8,755,000 lbs. of lead, employing seventy-three persons, and a capital of 114,500 dollars; twenty-two persons produced 20,000 bushels of salt, with a capital of 10,000 dollars; three persons produced confectionery to the value of 2240 dollars; one paper mill produced 2000 dollars; twenty-four persons manufactured tobacco to the value of 10,139 dollars; sixty-eight persons manufactured hats and caps to the value of 28,395 dollars, and straw bonnets to the value of 1570 dollars, employing a capital of 12,918 dollars; twenty-three potteries, employed fifty-six persons, producing articles to the value of 26,740 dollars, with a capital of 10,225 dollars; 155 tanneries employed 305 persons, and a capital of 155,679 dollars; 626 other manufactories of leather, as saddleries, &c., produced articles to the value of 247,217 dollars, with a capital of 98,503 dollars; seventy-one persons produced machinery to the value of 37,720 dollars; twenty persons produced hardware and cutlery to the value of 9750 dollars; twelve persons produced twenty cannon and 238 small arms; seven persons manufactured the precious metals to the value of 2400 dollars; twenty-six persons manufactured granite and marble to the value of 116,112 dollars; 995 persons produced bricks and lime to the value of 263,398 dollars, with a capital of 104,648 dollars; twenty-five persons produced 519,673 lbs. of soap, and 117,698 lbs. of tallow candles, with a capital of 17,345 dollars; 150 distilleries produced 1,551,684 gallons, and eleven breweries 90,300 gallons, the whole employing 233 persons, and a capital of 138,155 dollars; 307 persons produced carriages and waggons to the value of

144,362 dollars, with a capital of 59,263 dollars; ninety-eight flouring mills produced 172,657 barrels of flour, and, with other mills, employed 2204 persons, and manufactured articles to the value of 2,417,826 dollars, with a capital of 2,147,618 dollars; vessels were built to the value of 39,200 dollars; 244 persons produced furniture to the value of 84,410 dollars, with a capital of 62,223 dollars; 334 brick or stone houses, and 4133 wooden houses were built by 5737 persons, and cost 2,065,255 dollars; forty-five printing offices, and five binderies, three daily, two semi-weekly, and thirty-eight weekly newspapers, and nine periodicals, employed 175 persons, and a capital of 71,300 dollars. The whole amount of capital employed in manufactures was 3,136,512 dollars.—*Official Returns.*

Education.—The Illinois college, at Jacksonville, was founded in 1829; Shurtleff college (Baptist), in Upper Alton, in 1835; M'Kendree college (Methodist), in Lebanon, in 1834; McDonough college, at Macomb, in 1837. In these institutions there were, in 1840, 311 students. There were in the state forty-two academies, with 1967 students; 1241 common and primary schools, with 34,876 scholars; and 27,502 white persons over twenty years of age who could neither read nor write.

Religion.—The Methodists have 160 travelling preachers; the Baptists have 160 ministers; the Presbyterians, of different descriptions, about 100 ministers; the Episcopalians ten churches, and the Roman Catholics twelve; and there are some of other denominations.

Banks.—At the beginning of 1840, there were, in this state, nine banks and branches, with an aggregate capital of 5,423,185 dollars, and a circulation of 3,724,092 dollars. At the close of 1840, the state debt amounted to 13,465,682 dollars.—(See Banks of United States hereafter.)

Public Works.—This state has undertaken an extensive system of internal improvements. The Illinois and Michigan canal extends from Chicago 106 miles to near Peru, at the head of steamboat navigation on the Illinois. This distance includes a navigable feeder of four miles, and a few miles of river navigation. It was commenced in 1836, and is estimated to cost 8,654,337 dollars. A railroad extends from Meredosia, fifty-three miles, to Springfield. Coal Mine Bluffs railroad extends from the Mississippi river, six miles, to the coal mine. Besides these, a large system of railroads has been projected, and partly executed, the principal of which is denominated the Central railroad, extending from Cairo, at the junction of the Ohio and Mississippi, and terminating near the south termination of the Illinois and Michigan canal; and thence extending in a north-west direction to Gallena; the whole distance being 457 miles and a half, at an estimated cost of 3,800,000 dollars. This is designed to be intersected by railroads to the east and west, some of them crossing the state. But none of these works are yet completed.

The French, in 1720, from Canada, settled at Kaskaskia and Cahokia, where their descendants are still found. By the treaty of peace between Great Britain and France, in 1763, this country came into the possession of the British. Nearly all the settlements in this state, by emigrants from other states, have been made since 1800. In 1789, it constituted a part of the north-west territory. In 1800, Indiana and Illinois became a separate territory. In 1809 Illinois was made a separate territory under its present name; and in 1818 it was admitted to the union as an independent state, being the twenty-third to that time admitted.—*U. S. Gaz.*

The fertility and resources of Illinois are described in a recent number of "Hunt's Merchant's Magazine" as follows, viz.:—

"Its southern extremity is consequently nearly on a parallel with Richmond, Virginia, and its northern with Albany, in the state of New York. In consequence of this great extent from north to south the climate is various, but there is little essential variation in the inexhaustible richness of its soil, whether it sinks into 'bottoms,' rises into 'bluffs,' or spreads into 'prairies' or 'barrens.'

"It will be seen by a glance at the map, that its situation is exceedingly favourable to a commercial intercourse with the surrounding states. The Mississippi meanders along its western border for 700 miles; the Ohio washes it on the south; and on the east it lies against Lake Michigan and the Wabash. Besides this very extensive water communication along its borders, its interior is also traversed by several large navigable rivers. The Illinois, which is formed by the junction of the Des Plaines and Kankakee, two rivers

which gather their head waters within a few miles of Lake Michigan, sweeps through the state in a south-westerly direction, and joins the Mississippi a few miles above the mouth of the great Missouri. It is navigable for steamboats at a moderate stage of water to Peru, a distance of more than 200 miles, without reckoning the windings of the channel in navigation; from which point the Illinois and Michigan canal, 100 miles long, connects it with Lake Michigan, thus opening to a great portion of the state a market through the lakes and Erie canal to New York. Rock river rises in Wisconsin, and after traversing the north-western part of the state, empties into the Mississippi above the 41st degree of north latitude. It is navigable, with the exception of one or two obstructions in the shape of rapids for near 200 miles. The Kaskaskia, another large river, waters the southern part of the state, and enters the Mississippi about midway between the Missouri and Ohio. The Muddy is still further south, and also discharges its waters into the Mississippi. The large streams on the eastern side of the state are the Iroquois, a tributary of the Kankakee; the Vermilion, emptying into the Wabash; and the Embarras and Little Wabash, both of which also find their way into the Wabash. Besides these are many smaller streams, crossing the country in every direction, some of which, particularly at the north, afford a valuable water-power for propelling machinery.

"These extensive channels of intercommunication have been still further extended by artificial means. The public authorities commenced a system of internal improvements, some years ago, on an extended scale, which, although checked for the present by the embarrassments under which the state is labouring, will, doubtless, ultimately be completed, making every part of the state accessible, and opening to the great markets of the union the inexhaustible productions of the rich interior. Among these the most important is the Illinois and Michigan canal, connecting, as we have already stated, the waters of the Illinois river with those of the lake. It was commenced as a state work in 1836, and congress, to advance its construction, contributed every alternate section of land on each side of the canal, the value of which, when the work is completed, will, it is thought, more than defray the expense of construction. The work is still in progress, notwithstanding the embarrassments of the state, and will probably be completed in the course of the next two years (in 1846). It passes through a region of inexhaustible fertility, and when finished will give a powerful stimulus to the producing interests of the state. It is a curious fact, strongly indicative of the character of the country, that this canal, the length of which is about 100 miles, will be supplied with water for the greater part of this distance from Lake Michigan.

"The low lands lying between the bluffs and the margins of the rivers are called 'bottoms,' and have been formed by the alluvial deposits of the streams.

"These 'bottoms' constitute the richest land in the west. The soil is often twenty-five feet deep, and when thrown up from the digging of wells, produces luxuriantly the first year. The most extensive and fertile tract of this description of soil is what is called the 'American Bottom,' commencing at the mouth of the Kaskaskia, on the Mississippi, and extending northward to the bluffs at Alton, a distance of ninety miles. Its average width is five miles, and it contains about 288,000 acres. The soil is an argillaceous or a silicious loam, according as clay or sand happens to predominate in its formation. This tract, which received its name when the Mississippi constituted the western boundary of the United States, is covered on the margin of the river with a strip of heavy timber, having a thick undergrowth, from half a mile to two miles in width, but from thence to the bluffs it is principally prairie. It is interspersed with sloughs, lakes, and ponds, the most of which become dry in autumn. The land is highest near the margin of the stream, and consequently when overflowed retains a large quantity of water, which is apt to stagnate and throw off miasma, rendering the air deleterious to health. The soil is, however, inexhaustibly productive. Seventy-five bushels of corn to the acre is an ordinary crop, and about the old French towns it has been cultivated and produced successive crops of corn annually for more than 100 years. Besides the American Bottom, there are others that resemble it in its general character. On the banks of the Mississippi there are many places where similar lands make their appearance, and also on the other rivers of the state. The bottoms of the Kaskaskia are generally covered with a heavy growth of timber, and are frequently inundated when the river is at its highest flood. Those of the Wabash are of various qualities, being less frequently submerged by the floods of the river as you ascend

from its mouth. When not inundated they are equal in fertility to the far-famed American Bottom, and in some instances are preferable, as they possess a soil less adhesive.

"These bottoms, especially the American, are the best regions in the United States for raising stock, particularly horses, cattle, and swine. The roots and worms of the soil, the acorns and other fruits from the trees, and the fish of the lakes, are sufficient to fatten and fatten the swine; and the horses and cattle find inexhaustible supplies of grass in the prairies and pea vines, buffalo grass, wild oats, and other herbage in the timber during the summer, and rushes in the winter. The soil is not so well adapted to the production of wheat and other small grain as of Indian corn. They grow too rank, and fall down before the grain is sufficiently ripened to harvest. They are also all, or nearly all, subject to the very serious objection of being unhealthy.

"A large part of Illinois consists of the lesser prairies, which spread out between the creeks, rivers, and timber lands, being mostly undulating, dry, and extremely fertile. They are, however, sometimes level, and in other cases wet. In the southern part of the state they are small, varying in size from those of several miles in width to those which contain only a few acres. As you advance to the north they widen and extend on the more elevated ground between the water-courses, and are frequently from six to twelve miles in width. Their borders are by no means uniform. Long points of timber often project into the prairies, and points of prairie project into the timber between the streams. In many instances there are copses and groves of timber embracing from 100 to 2000 acres in the midst of the prairies, like islands in the ocean. This is a common feature in the country between the Sangamon river and Lake Michigan, and in the northern parts of the state generally. The lead mine region, especially abounds with these groves. These prairies are devoid of timber, and are covered with rank grass, over which the fire annually sweeps, blackening the surface, and leaving a deposit of ashes to enrich the soil. The tough sward which covers them, effectually prevents the timber from taking root; but when this is destroyed by the plough, the surface is soon covered with a thick growth of timber. There are large tracts of country in the older settlements, where thirty or forty years ago the farmers cut their winter's supply of hay, which are now covered with a forest of young and thrifty timber. The prairies have a rich, productive soil; are generally favourable to the preservation of health; and are well adapted to all the various purposes of cultivation.

"Another kind of land which abounds in this state is called, in the dialect of the west, 'Barrens.' In the early settlement of Kentucky, the inhabitants, observing that certain portions of the country had a dwarfish and stunted growth of timber scattered over the surface or collected in clumps, with hazel and shrubby intermixed, inferred that the soil must necessarily be poor, and hence called these tracts barrens. It was, however, soon ascertained, that so far from their being barren, they were really among the most productive lands in the state. The name has, however, been retained, and received a very extensive application throughout the west. In general, the barrens of Illinois have a surface more uneven or rolling than the prairies, and which more frequently degenerates into ravines and 'sink-holes.' They are almost invariably healthy; have a greater abundance of pure springs, and possess a soil better adapted to all the purposes of cultivation and the different changes of seasons than either the bottoms of prairies. They are covered with wild grass, and with oak and hickory trees and shrubs, which are scattered over their surface, and are gnarled and dwarfish, in consequence of the repeated fires which sweep over them; but when these are stopped, healthy sprouts shoot up from the mass of roots which have accumulated in the earth, and grow with amazing rapidity, so that the want of timber on these tracts can easily be supplied.

"What is called forest, or timber land also abounds in Illinois, but is very unequally distributed over the state. Where the prairie predominates timber is, of course, a desideratum, but as it shoots up with great strength and rapidity as soon as the soil is broken by the plough, this circumstance does not prove a bar to the settlement of the country. The kinds of timber most abundant are oaks of various kinds, black and white-walnut, ash, elm, sugar maple, honey locust, hackberry, linden, hickory, cotton wood, pecan, mulberry, buckeye, sycamore, wild cherry, box, elder, sassafras, and persimmon. In the southern and eastern parts of the state are yellow poplar and beech; near the Ohio are cypress; and on the Calamich, near Lake Michigan, is a small tract covered with white pine. The under-

growth consists of red-bud, pawpaw, sumach, plum, crab-apple, grape vines, dog-wood, spice-bush, green brier, hazel, &c. For ordinary purposes, there is now timber enough in the state without resorting to artificial cultivation.

"The more uneven portions of the country are divided into knobs, bluffs, ravines, and sink-holes. Knobs are ridges of flint limestone intermingled and covered with earth, and elevated 100 or 200 feet above the common surface. They are of little value for cultivation, and have a thin growth of dwarfish trees like the barrens. The steep hills and natural mounds that border the alluvions have obtained the name of bluffs. Some are in long parallel ridges, others like cones and pyramids. They are sometimes formed of precipices of limestone rock from fifty to 100 feet high. The ravines are the depressions formed between the bluffs, and often leading from the prairies down to the streams. Sink-holes are circular depressions of various sizes, from ten to fifty feet deep, and from ten to 100 yards in circumference. They frequently contain an outlet for the water received by the rains, and indicate a substratum of secondary limestone.

"There are but few tracts of ground in the state where loose stones are scattered over the surface or imbedded in the soil, and these are chiefly in the northern part. There are, however, quarries of stone in the bluffs, along the ravines, and on the banks of the streams. The soil throughout the state is mostly porous, easy to cultivate, and exceedingly productive. There are no mountains; no ranges of hills; but few ledges; and only a small amount of irreclaimable wastes of any kind in the state. Its capabilities of production are therefore immense, and probably greater than those of any other state, comparing area with area.

"Among the products of the soil, grapes, plums, crab-apples, wild cherries, persimmons, pawpaws, black mulberries, gooseberries, strawberries, and blackberries, are indigenous, and grow wild in great profusion. Of the cultivated fruits, apples, pears, quinces, peaches, and grapes, thrive well, and can be raised in abundance. The cultivated vegetable productions of the field are Indian corn, wheat, oats, barley, buckwheat, Irish potatoes, sweet potatoes, turnips, rye, tobacco, cotton, hemp, flax, the castor bean, &c. Maize, or Indian corn is the staple. No farmer can live without it, and many raise little else. It is cultivated with great ease; produces ordinarily fifty bushels to the acre; often seventy-five; and not unfrequently reaches even to 100. Wheat is a good and sure crop, especially in the middle part of the state, and in a few years Illinois will probably send immense quantities to market. Hemp grows spontaneously, but is not extensively cultivated. Cotton is raised in the southern part of the state, and in 1840, 200,000 pounds were produced; 30,000 pounds of rice were gathered in the same year, and 2591 pounds of hops.

"The stock of the farmer consists principally of horses, neat cattle, swine, and sheep. Horses are more used here than in the eastern states. They do much the greater proportion of the ploughing, and off from the stage routes the travelling is chiefly performed on horseback. Illinois possesses fine grazing lands, and raises for market considerable quantities of beef, which is sold in the western states. In Alton alone, 5000 beeves were killed during the past winter, prior to the first of February. Pork is one of the staples, and thousands of hogs are produced almost without trouble or expense, as they are raised on the fruits and nuts which grow wild in the woods. Near 70,000 were slaughtered in Alton last fall (1842). Sheep have not been hitherto raised in very great numbers, but the flocks of the Illinois farmers are rapidly increasing, and the number in the state now amounts to 486,751. Poultry are raised in great abundance. Ducks, geese, and other aquatic birds, visit the lakes and streams during winter and spring, and prairie hens (grouse) and quails are very numerous, and are taken in great abundance."

Minerals.—"The resources of Illinois do not stop with her large and navigable rivers, the inexhaustible fertility of her soil, or the abundance of her animal and vegetable productions. She is also rich in minerals. Coal, secondary limestone, and sandstone, are found in almost every part of the state. Iron has been found in the south, and is also said to exist in considerable quantities in the north. Marble and granite are found in several counties, and the quantity quarried in 1839 amounted in value to 71,778 dollars. Copper has been found in small quantities on Muddy river, and in the bluffs of Monroe county; and in greater abundance on the Peekatonokee, near the northern boundary of the state. Crystallised gypsum has been discovered in small quantities in St. Clair county, and quartz

crystals in Gallatin county. Gold is found in Jo-Davies's and Fulton counties, from which gold was produced in 1839 to the value of 5250 dollars. Silver is also supposed to exist in the vicinity of Silver creek, and in early times a shaft was sunk here by the French, and it is said that large quantities of this metal were obtained.

"But of all the mineral productions of the state, lead is the most abundant. In the northern part of Illinois and the territory adjacent, are the richest lead mines hitherto discovered on the globe. They lie principally north of Rock river and south of the Wisconsin, but some have also been found on the west side of the Mississippi. For many years the Indians and French traders were accustomed to dig lead in these regions, but they never penetrated much below the surface. In 1823, the late Colonel James Johnson obtained a lease of the United States government, and made arrangements to prosecute the business of smelting, which he commenced with considerable energy the following year."—(See Account of the Minerals of the United States, hereafter.)

PRINCIPAL TOWNS.

SPRINGFIELD, capital of the state of Illinois, 105 miles north by east of St. Louis, 780 miles from Washington. Situated near the centre of the state, four miles south of Sangamon river, on the border of a beautiful and extended prairie. It was laid out in 1822, and in 1823 contained thirty families, living in log cabins. It contained, in 1840, a state house, for the erection of which 50,000 dollars has been appropriated, a court house, and market house, on a fine public square, a United States' land office, six churches—two Presbyterian, one Episcopal, one Baptist, one Baptist Reformed, and one Methodist—three academies, thirty-four stores, capital 266,000 dollars; one iron foundry, four carding machines, three printing offices, each issuing a weekly newspaper, and 2579 inhabitants.

CHICAGO, 204 miles north-north-east of Springfield, and 717 miles from Washington, is beautifully situated on level ground, sufficiently elevated to secure it from ordinary floods, on both sides of a river of the same name, between the junction of its north and south branches and its entrance into Lake Michigan, a distance of three quarters of a mile. It extends along the lake shore for a mile. The river is here from fifty to seventy-five yards wide, and from fifteen to twenty-five feet deep. The bar at the mouth has only about three feet of water. An artificial harbour has been made by the construction of piers, which extend on each side of the entrance of the river for some distance into the lake, to prevent the accumulation of sand upon the bar. Numerous steamboats and vessels ply between this place and Buffalo, and the various intermediate places on the upper lakes. Behind the city, toward Des Plaines river, is a fertile prairie, which for the first three or four miles is elevated and dry. Along the north branch of the Chicago and the lake shore there are extensive bodies of fine timber. White pine lumber is obtained from the regions about Green bay and Grand river, in Michigan, and across the lake from St. Joseph's river. The canal now in progress from this place to the Illinois river will add to its importance and business. It is sixty feet wide at top, and six feet deep, 105 miles in length, including a feeder of four miles, and five miles of river navigation, and is estimated to cost 8,654,337 dollars. It had, in 1840, four foreign commission houses, with a capital of 35,300 dollars; ninety-seven retail stores, capital 400,300 dollars; eleven lumber yards, capital, 38,900 dollars; one furnace, capital 20,000 dollars; one distillery, two flouring mills, three printing offices, one bindery, two daily, and two weekly newspapers, and one periodical, fourteen brick and stone houses, and forty-one wooden houses, built during the year, and cost 57,500 dollars. Capital in manufactures, 61,950 dollars. Eleven schools, 397 scholars. Population, 4470.—(See Internal Trade, hereafter.)

QUINCY, 104 miles south of Springfield, and 884 miles from Washington, is situated on a bluff, on the east side of Mississippi river, 125 miles above the mouth of Illinois river by water, and contains a court house, four churches, twenty-five stores, a United States' land office, a large steam flouring and saw mill, a carding machine, about 200 dwellings, and 1500 inhabitants. The court house stands on a fine public square. There are about 300 steamboat arrivals annually; and pork is annually exported to the amount of 100,000 dollars.—*U. S. Gaz.*

ALTON, eighty-two miles west by south from Springfield, and 808 miles from Wash-

ington, is situated on the east bank of the Mississippi, two miles and a half above the mouth of the Missouri, eighteen miles below the mouth of the Illinois. It has the best landing for steamboats on the east bank of the Mississippi. A flat rock, level with the surface of the ground, forms an excellent natural wharf. The finest timber surrounds it for several miles. Bituminous coal exists in great abundance, near the town. Limestone, freestone, and water limestone, exist in abundance. The corporate bounds of the city extend two miles along the river, and half a mile back. There are five squares reserved for public purposes, and a large reservation at the landing place. Market-street is 150 feet wide, and other streets from sixty to 180 feet, regularly laid out. Seven or eight steamboats are owned here. The growth of this place has been exceedingly rapid. There were, in 1840, four foreign commission houses, capital 22,000 dollars; thirty-eight stores, capital 319,800 dollars; one brewery, one flouring mill, three saw mills, three printing offices, two weekly newspapers, and one periodical. Capital in manufactures, 80,175 dollars. Population, 2340.—*U. S. Gaz.*

GALENA, capital of Jo-Davies's county, 230 miles north-west from Springfield, 882 miles from Washington. It is pleasantly situated on Fève, or Bean river, and is the metropolis of the great lead region. It is six miles above the mouth of the river, which is navigable to this place, at all stages of the water, for the largest steamboats. It has an intercourse by steamboats with St. Louis, New Orleans, Louisville, Cincinnati, and other places on the Mississippi and Ohio rivers. It contained, in 1840, thirty-five stores, one academy, one flouring mill, one saw mill, various mechanic establishments, 300 dwellings, and about 1500 inhabitants. First settled in 1826. In this region there were produced, in 1841, 22,000,000 lbs. of lead, most of which finds a market in this place. The manufacture of copper is also becoming important, and three furnaces are engaged in smelting it.—(See Minerals of the United States, hereafter.)

NAUVOO, 124 miles north-west from Springfield, 891 miles from Washington. It is situated on the east bank of the Mississippi river, which is here about two miles wide, and where is a good steamboat landing. In consequence of a curve in the river, it bounds the place on the north-west and south. It is 181 miles above the mouth of Illinois river, and the city limits include a space four miles long and three miles wide, at its greatest width, covered with streets of ample width, and crossing each other at right angles. Its buildings, at the end of three years from the time of its establishment, amount to 1000, consisting chiefly of white-washed log cabins, with some frame and brick houses. Its public buildings are the *Nauvoo House*, a spacious hotel, fronting on two streets, 120 feet on each, forty feet wide, and three stories high above the basement. In this building Joe Smith, the pretended prophet and leader of these "Latter-day Saints" was provided, before his murder, with a suite of rooms. The *Nauvoo Temple*, not yet entirely completed, will be 130 feet long, and 100 feet wide. In the basement is a baptistry, or brazen sea, supported on twelve gilded oxen, the model of which is derived from the brazen sea of Solomon. Their property is held as private; but a large farm, without the city is occupied and cultivated in common. The *Nauvoo Legion* consists of from 2000 to 3000 men, armed and disciplined. They have a university, which contains a president, a professor of mathematics and English literature, a professor of the learned languages, and a professor of church history. The population amounts to 7000, within the city limits, a large number of whom are from England, besides about 3000 who belong to the fraternity, in the vicinity. The city is divided into four wards, and has a mayor, and, from each of the wards, two aldermen, four common councilmen, and a constable.—*U. S. Gaz.* for 1844.

Finances.—This is one of the non-paying states.

The debt of Illinois is as follows:—

	dollars.
Internal improvement debt	5,614,196
Canal debt	4,338,907
State house	116,000
School, college, and seminary funds	808,085
Due state bank for warrants	294,190

Total debt upon which interest accrues 11,171,378

"The *improvement debt* was for railroads and other matters. The taxes of the state were twenty cents per 100 dollars of valuation for state purposes, and ten cents for the interest on this improvement debt. This latter tax has been repealed, and the only resource to which the holders of this 10,000,000 dollars of canal and improvement debt are to look for their money, is the completion of the canal, for the construction of which the canal stock was issued. The state offers that canal and its property to those who will advance 1,000,000 dollars to complete it. The value of the property of the canal is as follows, according to the engineer:—

	dollars.
230,467 acres canal lands, at 10 dollars	2,304,670
Lots at Chicago	350,000
Lots at Lockport	300,000
Lots at Ottawa	350,000
Lots at La Salle	500,000
Lots at Juliet and La Page,	300,000
Total value canal property	4,104,670

"It is proposed to give this property into the hands of trustees or those who will advance the new loan, to be sold for cash when the canal is completed, and applied to the payment of the loan, principal, and interest. The revenue of the completed canal then to pay the interest of the old canal bonds, and then that of the improvement bonds.

"The land of Illinois comes under taxation five years after its purchase, and the taxable acres are as follows :

	acres.		acres.
1840	7,960,000	1843	14,271,000
1841	10,060,000	1844	15,000,000
1842	13,250,000	1845	16,132,876

"The following is a statement of the taxable property, amount of state tax, and taxes, including town and county tax, in three states:—

	taxable property.	rate of tax.	state tax.	total tax.
Illinois	69,881,419	20 cents.	182,800	331,330
Indiana	100,000,000	46 "	405,000	725,000
" poll tax		75 "	75,000	
Ohio	134,000,000	50 "	917,153	2,350,000

"At the present rate, it will be observed, that taxes are much lighter than in the other states.

"Since 1840, as seen in the above table, 1,110,000 acres have been settled, or twelve per cent of the whole amount taxable in 1840. In 1837, Illinois *bought* provisions of Ohio. In 1841, she exported several millions. This shows the rapid progress of settlement and produce. The completion of the canal will give value and activity to the whole mass, giving wealth to the citizens, and *ability* and *will* to pay taxes for the remaining debts."—*United States Almanac* for 1845.

VI. INDIANA.

INDIANA is bounded north by Michigan lake and state; east by Ohio; south by Kentucky, from which it is separated by the Ohio river; and west by Illinois. It is between 37 deg. 45 min. and 41 deg. 52 min. north latitude, and between 84 deg. 42 min. and 87 deg. 49 min. west longitude, and between 7 deg. 45 min. and 11 deg. west from Washington. Its length is about 260 miles, and breadth about 140 miles; comprising an area of about 36,000 square miles, or 23,040,000 British statute acres. The population, in 1800, was 5641; in 1810, 24,520; in 1820, 147,178; in 1830, 341,582; in 1840, 685,866. White males, 352,773; white females, 325,925; coloured males, 3781; coloured females, 3434. Employed in agriculture, 148,806; in commerce, 3076; in manu-

factures and trades, 20,590 ; in mining, 238 ; navigating the ocean, 89 ; navigating canals, rivers, and lakes, 677 ; learned professions, 2257.

This state is divided into eighty-seven counties, which, with their population, in 1840, and their capitals, were as follows :—Adams, 2264, C. Decatur ; Allen, 5942, C. Fort Wayne ; Blackford, 1226, C. Hartford ; Bartholomew, 10,042, C. Columbus ; Boone, 8121, C. Lebanon ; Brown, 2364, C. Nashville ; Benton, C. Benton C.H. ; Carroll, 7819, C. Delphi ; Cass, 5480, C. Logansport ; Clarke, 14,595, C. Charlestown ; Clay, 5567, C. Bowling Green ; Clinton, 7508, C. Frankfort ; Crawford, 5282, C. Fredonia ; Davies, 6720, C. Washington ; Dearborn, 19,327, C. Lawrenceburg ; Decatur, 12,171, C. Greensburg ; De Kalb, 1968, C. Auburn ; Delaware, 8843, C. Muncytown ; Dubois, 3632, C. Jasper ; Elkhart, 6660, C. Goshen ; Fayette, 9837, C. Connersville ; Floyd, 9454, C. New Albany ; Fountain, 11,218, C. Covington ; Franklin, 13,349, C. Brookville ; Fulton, 1993, C. Rochester ; Gibson, 8977, C. Princeton ; Grant, 4875, C. Marion ; Greene, 8321, C. Bloomfield ; Hamilton, 9855, C. Noblesville ; Hancock, 7535, C. Greenfield ; Harrison, 12,459, C. Corydon ; Hendricks, 11,264, C. Danville ; Henry, 15,128, C. New Castle ; Huntington, 1579, C. Huntington ; Jackson, 8961, C. Brownston ; Jasper, 1267, C. Rensselaer ; Jay, 3863, C. Portland ; Jefferson, 16,614, C. Madison ; Jennings, 8829, C. Vernon ; Johnson, 9352, C. Franklin ; Knox, 10,657, C. Vincennes ; Kosciusko, 4170, C. Warsaw ; La Grange, 3664, C. Lima ; Lake, 1468, C. Crown Point ; La Porte, 8184, C. La Porte ; Lawrence, 11,782, C. Bedford ; Madison, 8874, C. Andersonstown ; Marshall, 1651, C. Plymouth ; Marion, 16,080, C. Indianapolis ; Martin, 3875, C. Mount Pleasant ; Miami, 3048, C. Peru ; Monroe, 10,143, C. Bloomington ; Montgomery, 14,438, C. Crawfordsville ; Morgan, 10,741, C. Martinsville ; Noble, 2702, C. Augusta ; Orange, 9602, C. Paoli ; Owen, 8359, C. Spencer ; Parke, 13,499, C. Rockville ; Perry, 4655, C. Rome ; Pike, 4769, C. Petersburg ; Porter, 2162, C. Valparaiso ; Posey, 9683, C. Mount Vernon ; Pulaski, 561, C. Winnamac ; Putnam, 16,843, C. Green Castle ; Randolph, 10,684, C. Winchester ; Ripley, 10,392, C. Versailles ; Rush, 16,456, C. Rushville ; Scott, 4242, C. Lexington ; Shelby, 12,005, C. Shelbyville ; Spencer, 6305, C. Rockport ; St. Joseph, 6425, C. South Bend ; Stark, 149, C. Stark C.H. ; Steuben, 2578, C. Angola ; Sullivan, 8315, C. Benton ; Switzerland, 9920, C. Vevay ; Tippecanoe, 13,724, C. Lafayette ; Union, 8017, C. Liberty ; Vanderburg, 6250, C. Evansville ; Vermilion, 8274, C. Newport ; Vigo, 12,076, C. Terre Haute ; Wabash, 2756, C. Wabash ; Warren, 5656, C. Williamsport ; Warwick, 6321, C. Booneville ; Washington, 15,269, C. Salem ; Wayne, 23,290, C. Centreville ; Wells, 1822, C. Bluffton ; White, 1832, C. Monticello ; Whitley, 1237, C. Columbia.

Soil.—There are no mountains in Indiana. The country bordering on the Ohio is hilly and undulated. A range of hills runs parallel with the Ohio, from the mouth of the Great Miami to Blue river, alternately approaching to within a few rods, and receding to the distance of two miles. Immediately below Blue river, the hills disappear, and then a large tract of level land succeeds, covered with a heavy growth of timber. Bordering on all the principal streams, except the Ohio, there are strips of bottom and prairie land, from three to six miles in width. Remote from the rivers the country is broken, and the soil light. Between the Wabash and Lake Michigan, the country is generally level, interspersed with woodlands, prairies, lakes, and swamps. The shore of this state, which extends along the southern end of Lake Michigan is lined with sand hills, about 200 feet high, behind which there are sandy hillocks, on and between which grow some pine and a few other trees. The prairies bordering on the Wabash are rich, having ordinarily an excellent vegetable soil from two to five feet deep. The natural growth of this soil consists of several kinds of oak, ash, beech, buckeye, walnut, cherry, maple, elm, sassafras, linden, honeylocust, cotton wood, sycamore, and mulberry. The principal productions are wheat, rye, Indian corn, oats, buckwheat, barley, potatoes, beef, pork, butter, cheese, &c.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 241,036 horses and mules ; 619,980 neat cattle ; 675,982 sheep ; 1,623,608 swine ; poultry to the value of \$57,594 dollars. There were produced, 4,049,375 bushels of wheat ; 28,015 bushels of barley ; 5,981,605 bushels of oats ; 129,621 bushels of rye ; 49,019 bushels of buckwheat ; 28,155,887 bushels of Indian corn ; 1,237,919 lbs. of wool ; 38,591 lbs. of

hops; 30,647 lbs. of wax; 1,525,794 bushels of potatoes; 178,029 tons of hay; 860½ tons of flax and hemp; 1,820,306 lbs. of tobacco; 3,727,795 lbs. of sugar. The products of the dairy were valued at 742,269 dollars; of the orchard, at 110,055 dollars; of lumber, at 420,791 dollars. There were made 10,265 gallons of wine; and value of skins and furs, 220,883 dollars.—*Official Returns.*

Minerals.—Iron and coal have been found in this state, and there are some salt springs, and Epsom salts are found in a cave near Corydon; but the mineral productions have no great interest.

The climate is generally healthy and pleasant; the winters are mild in the southern, and more severe in the northern parts.

Rivers.—The Ohio river washes the whole southern border of this state, and furnishes great facilities for trade. The Wabash is the largest river in this state, being 500 miles in length. It rises in Ohio, and passes westwardly and south-westwardly through the state, when it forms a part of the western boundary for 120 miles, and enters the Ohio thirty miles above Cumberland river. It is navigable for steamboats to Lafayette, 300 miles, a part of the year. White river, its largest branch, is 200 miles long, and is navigable in its west fork for steamboats to Indianapolis, in season of floods. It consists of an east fork and west fork, which unite about thirty miles above its junction with the Wabash. The White Water river runs in the eastern part of the state, and enters the Great Miami a little above its mouth. The St. Joseph's river enters the north part of the state from Michigan, and after a course of forty miles, passes through Michigan into Michigan lake. Lake Michigan touches this state in its north-west part.—*U. S. Gaz.*

Trades.—There were in the state, in 1840, eleven commercial and twenty-six commission houses engaged in foreign trade, with a capital of 1,207,400 dollars; 180½ retail dry goods and other stores, with a capital of 5,664,687 dollars; 767 persons employed in the lumber trade, with a capital of 90,374 dollars; 2705 persons engaged in internal transportation, who, with 237 butchers, packers, &c., employed a capital of 582,165 dollars.—*Official Returns.*

Manufactures.—The value of home-made, or family manufactures, was 1,289,802 dollars. There were twenty-four fulling mills, and thirty-seven woollen manufactories, employing 103 persons, producing goods to the value of 58,867 dollars, and employing a capital of 77,954 dollars; twelve cotton manufactories, with 4983 spindles, employing 210 persons, producing articles to the value of 135,400 dollars, with a capital of 142,500 dollars; seven furnaces, producing 810 tons of cast iron, and one forge, producing twenty tons of bar iron, employing 103 persons, and a capital of 57,700 dollars; forty-seven persons produced 242,040 bushels of bituminous coal, with a capital of 9300 dollars; three paper manufactories, producing to the value of 86,457 dollars, and other manufactures of paper producing to the value of 54,000 dollars, the whole employing 100 persons, and a capital of 68,739 dollars; 261 persons manufactured flax to the value of 6851 dollars; eighty-eight persons manufactured tobacco to the value of 65,659 dollars, with a capital of 24,706 dollars; hats and caps were manufactured to the value of 122,844 dollars, and straw bonnets to the value of 2048 dollars, the whole employing 183 persons, and a capital of 69,018 dollars; 428 tanneries employed 978 persons, and a capital of 399,627 dollars; 579 other manufactories of leather, as saddleries, &c., produced articles to the value of 730,001 dollars, and employed a capital of 247,549 dollars; forty-five potteries employed seventy-nine persons, produced articles to the value of 35,835 dollars, with a capital of 13,685 dollars; twenty-six persons produced drugs and paints to the value of 47,720 dollars, with a capital of 17,984 dollars; 120 persons produced machinery to the value of 123,808 dollars; eighty-three persons produced hardware and cutlery to the value of 34,263 dollars; forty-seven persons manufactured 885 small arms; two persons manufactured the precious metals to the value of 3500 dollars; twenty-eight persons manufactured granite and marble to the value of 6720 dollars; 1007 persons produced bricks and lime to the value of 206,751 dollars, with a capital of 140,469 dollars; thirty persons made 1,135,560 lbs. of soap, 228,938 lbs. of tallow candles, 111 lbs. of wax and spermaceti candles, with a capital of 13,039 dollars; 323 distilleries produced 1,787,108 gallons, twenty breweries produced 188,392 gallons, the whole employing 500 persons, and a capital of 292,316 dollars; five rope walks, employing eleven persons, produced cordage to the value of 5850 dollars, with a capital of 2270

dollars; 481 persons manufactured carriages and waggon to the value of 163,135 dollars; with a capital of 78,116 dollars; 204 flouring mills manufactured 224,624 barrels of flour, and, with other mills, employed 2224 persons, producing articles to the value of 2,329,184 dollars, and employing a capital of 2,077,018 dollars; vessels were built to the value of 107,228 dollars; 564 persons produced furniture to the value of 211,481 dollars, with a capital of 91,022 dollars; 346 brick or stone houses, and 4270 wooden houses, employed 5519 persons, and cost 1,241,312 dollars; sixty-nine printing offices, six binderies, four semi-weekly, and sixty-nine weekly newspapers, and three periodicals, employed 211 persons, and a capital of 58,505 dollars. The whole amount of capital employed in manufactures was 4,132,043 dollars.—*Official Returns.*

Education.—Indiana college, at Bloomington, was founded in 1827; South Hanover college, at South Hanover, was founded in 1829; Wabash college, at Crawfordsville, was founded in 1833; the Indiana Asbury university, under the Methodists, was founded in 1839. In these institutions there were, in 1840, 322 students. There were in the state fifty-four academies, with 2946 students; and 1521 common and primary schools, with 48,189 scholars. Of white persons over twenty years of age, 38,100 could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Baptists had 334 churches, and 218 ministers; the Presbyterians had 109 churches and seventy ministers; the Methodists about seventy preachers. The Lutherans, in 1840, had thirty congregations, and eight ministers. Besides these, there is a considerable number of Friends, and some Episcopalians, Roman Catholics, and some Presbyterians, Methodists, and Baptists of different descriptions.—*U. S. Gaz.*

Banks.—In the commencement of 1840, there was one bank, with twelve branches, in the state, with a capital of 2,595,221 dollars, and a circulation of 2,985,370 dollars. At the close of 1840, the state debt amounted to 13,667,433 dollars.—(See Banks of United States hereafter.)

Public Works.—The greatest work of internal improvement undertaken by this state is the Wabash and Erie canal, which extends from Lafayette, on the Wabash, 187 miles to Lake Erie, at Toledo, on the Maumee bay; eighty-seven miles and a quarter of it being in Ohio, and ninety-nine miles and three-quarters in Indiana. The White Water canal extends from Lawrenceburg, thirty miles to Brookville. This canal, when completed, will connect Cambridge, on the national road, with the Ohio river, the entire length being seventy-six miles, at an estimated cost of 1,400,000 dollars. The Central canal is designed to connect the Wabash and Erie canal at Peru, with the Ohio river at Evansville, passing through Indianapolis. The entire length will be 290 miles, and the estimated cost 3,500,000 dollars. Parts of this work have been completed. Terre Haute and El River canal will connect Terre Haute, the southern termination of the Wabash and Erie canal, with the Central canal in Greene county, at a distance of forty miles and a half, and an estimated expense of 629,631 dollars. This work is not completed. The Madison and Indianapolis railroad extends from Madison, on the Ohio river, ninety-five miles to Indianapolis. It is nearly completed. Several other canals and railroads have been projected.—*U. S. Gaz.*

PRINCIPAL TOWNS.

LA FAYETTE, seventy miles north-west of Indianapolis, is situated on the east side of the Wabash river, ten miles below the mouth of the Tippecanoe river, at the head of steamboat navigation on the Wabash. In 1840 it contained a court house, gaol, market house, bank, seven churches, an academy, twenty-one stores, two flouring mills, two saw mills, one paper mill, one carding and fulling mill, 400 dwellings, and about 2000 inhabitants. The Wabash and Erie canal connects it with Lake Erie.

MADISON, situated on the north bank of the Ohio, 560 miles north-west of Washington. It has an active trade, principally in exporting pork, and other produce; 15,000 hogs have been annually killed. There is a cotton factory, a steam engine factory and some other fabrics. In 1840, there were fifty stores, two iron foundries, two banks, and 3798 inhabitants. The houses are well built, chiefly of brick.

INDIANAPOLIS, capital of the state of Indiana, is situated on the east side of White

river, which is navigable to this town in time of high water. It contains a state house, governor's house, court house, a United States' land office, six churches, a female institute, a county seminary, a steam flouring and saw mill, and 2692 inhabitants. The *national* road passes through the place; and the most important roads in the state centre here. The place was originally laid out on a mile square, with streets crossing each other at right angles, and additions have been made to it on the different sides. In the centre, is a circular area of several acres, from which four streets diverge, crossing the other streets diagonally. In the centre of the circular area was originally a mound, on which stands the governor's house, in a very commanding situation, with a circular street around it, eighty feet wide. The state house is 180 feet long, by eighty feet wide, and forty-five feet high from the ground to the cornice, with an appropriate dome. A bridge crosses White river. In 1840, there were thirty stores, capital 92,600 dollars; one fulling mill, one cotton factory, 500 spindles, two tanneries, one brewery, two printing offices, two binderies, two weekly and one semi-weekly newspapers, one flouring mill, four grist mills, nine saw mills, two oil mills. Capital in manufactures, 31,630 dollars. Population, 1452.

TERRE HAUTE, on the east bank of the Wabash, is another famous place, with about 2500 inhabitants.

EVANSVILLE, 172 miles south-west by south of Indianapolis, is situated on the north bank of the Ohio river, at the great north bend, below the entrance of Green river, and contained, in 1840, a court house, gaol, a bank, eight churches, a steam flouring mill, one foundry, forty-five stores, 500 dwellings, and 2500 inhabitants.

FORT WAYNE, 131 miles north-north-east of Indianapolis, beautifully situated on the south side of the Maumee river, and contained, in 1840, a court house, gaol, five churches, four academies, nine stores, 500 dwellings, and about 2000 inhabitants. It is on the line of the Wabash and Erie canals, and surrounded by a rich and fertile country.

LOGAN'S PORT, at the head of the steamboat navigation on the Wabash, seventy-two miles from Indianapolis, and at the junction of the Erie and Wabash canal, is a flourishing and increasing town, with about 2000 inhabitants.

NEW ALBANY, situated on the north bank of the Ohio, 121 miles south-by-east of Indianapolis. In 1840, population 4226; had fifty stores, one iron foundry, one steam engine factory, one hemp bagging factory, ten to fifteen steamboats, besides sloops and schooners, built annually. This place is rapidly increasing.

Finances.—The revenue paid in for the year ending October 31st, 1843, was 213,716 dollars 66 cents. The amount of the common school fund, derived from bank dividends, was 59,243 dollars 44 cents. The number of acres of land assessed in 1843 was 14,674,599. The value of all property taxed, was 103,709,853 dollars. The number of polls taxed was 121,919. The internal improvements of the state consist of one railroad, three turnpike roads, and five canals. The amount of the state debt was 13,899,000 dollars; of which sum, 1,527,000 dollars accrued from bank stock, and the balance for internal improvements. The expenses of government, in 1843, were 90,897 dollars; for 1844, they are estimated at 100,000 dollars. The income is estimated at 240,000 dollars, mostly paid in state treasury notes.

VII. OHIO.

OHIO is bounded north by Michigan and Lake Erie; east, by Pennsylvania and Virginia; south, by the Ohio river, which separates it from Virginia and Kentucky; and west by Indiana. It lies between 38 deg. 30 min. and 42 deg. north latitude, and between 80 deg. 35 min. and 84 deg. 47 min. west longitude, and between 3 deg. 31 min. and 7 deg. 41 min. west longitude from Washington. It is about 210 miles long from north to south, and 200 miles broad from east to west; comprising an area of about 40,000 square miles, or 25,600,000 British statute acres. The population, in 1790, was 3000; in 1800, 45,365; in 1810, 230,760; in 1820, 581,434; in 1830, 937,637; in 1840, 1,519,467; being the third in population in the United States. Of these, 775,360 were white males; 726,762 white females; 8740 were free coloured males; 8602 free

coloured females. Employed in agriculture, 272,579; in commerce, 9201; in manufactures and trades, 66,265; in mining, 704; navigating the ocean, 212; navigating rivers, canals, and lakes, 3323; learned professions, 5663.—*Official Returns.*

This state is divided into seventy-nine counties, which, with their population in 1840, and their capitals, are as follows:—Adams, 13,183, C. West Union; Allen, 9079, C. Lima; Ashtabula, 23,724, C. Jefferson; Athens, 19,109, C. Athens; Belmont, 30,901, C. St. Clairsville; Brown, 22,715, C. Georgetown; Butler, 28,173, C. Hamilton; Carroll, 18,108, C. Carrollton; Champaign, 16,721, C. Urbanna; Clark, 16,882, C. Springfield; Clermont, 23,106, C. Batavia; Clinton, 15,719, C. Wilmington; Columbiana, 40,378, C. New Lisbon; Coshocton, 21,590, C. Coshocton; Crawford, 13,152, C. Bucyrus; Cuyahoga, 26,506, C. Cleveland; Darke, 13,282, C. Greenville; Delaware, 22,060, C. Delaware; Erie, 12,599, C. Sandusky City; Fairfield, 31,924, C. Lancaster; Fayette, 19,984, C. Washington; Franklin, 25,049, C. Columbus; Gallia, 13,444, C. Gallipolis; Geauga, 16,297, C. Chardon; Greene, 17,528, C. Xenia; Guernsey, 27,748, C. Cambridge; Hamilton, 80,145, C. Cincinnati; Hancock, 9986, C. Findlay; Hardin, 4598, C. Keaton; Harrison, 20,099, C. Cadiz; Henry, 2503, C. Napoleon; Highland, 22,269, C. Hillsborough; Hocking, 9741, C. Logan; Holmes, 18,088, C. Millersburg; Huron, 23,933, C. Norwalk; Jackson, 9744, C. Jackson; Jefferson, 25,030, C. Steubenville; Knox, 29,579, C. Mount Vernon; Lake, 13,719, C. Painesville; Lawrence, 9738, C. Burlington; Licking, 35,096, C. Newark; Logan, 14,015, C. Belle Fontaine; Lorain, 18,467, C. Elyria; Lucas, 9382, C. Toledo; Madison, 9025, C. London; Marion, 14,765, C. Marion; Medina, 18,352, C. Medina; Meigs, 11,452, C. Chester; Mercer, 8277, C. Celina; Miami, 19,688, C. Troy; Monroe, 18,521, C. Woodfield; Montgomery, 31,938, C. Dayton; Morgan, 20,852, C. McConnelsville; Muskingum, 38,749, C. Zanesville; Ottawa, 2248, C. Port Clinton; Paulding, 1034, C. Charloe; Perry, 19,344, C. Somerset; Pickaway, 19,725, C. Circleville; Pike, 7626, C. Piketon; Preble, 19,482, C. Eaton; Portage, 22,965, C. Ravenna; Putnam, 5189, C. Putnam; Richland, 44,532, C. Mansfield; Ross, 27,460, C. Chillicothe; Sandusky, 10,182, C. Lower Sandusky; Scioto, 11,192, C. Portsmouth; Seneca, 18,128, C. Tiffin; Shelby, 12,154, C. Sidney; Stark, 34,603, C. Canton; Summit, 22,560, C. Akron; Trumbull, 38,107, C. Warren; Tuscarawas, 25,631, C. New Philadelphia; Union, 8422, C. Marysville; Van Wert, 1577, C. Van Wert; Warren, 23,141, C. Lebanon; Washington, 20,823, C. Marietta; Wayne, 35,808, C. Wooster; Williams, 4465, C. Bryan; Wood, 5357, C. Perrysburg.

Soil.—The interior of the state, and the country bordering on Lake Erie, are generally level, and in some places marshy. From one-quarter to one-third of the state, comprehending the eastern and south-eastern part, bordering on the Ohio river, is generally hilly and broken. Most of the hills have a deep rich soil, and are capable of being cultivated to their highest summits.

“There is no elevation which deserves the name of a mountain, in the whole state. The interval lands on the Ohio, and several of its tributaries, have great fertility. On both sides of the Scioto, and of the Great and Little Miami, are the most extensive bodies of rich and level land in the state. On the head waters of the Muskingum and Scioto, and between the Scioto and the two Miami rivers are extensive prairies, some of them low and marshy, producing a great quantity of coarse grass, from two to five feet high; other parts of the prairies are elevated and dry, with a very fertile soil, though they are sometimes called barrens. The height of land which divides the waters which fall into the Ohio from those which fall into Lake Erie, is the most marshy of any in the state; while the land on the margins of the rivers is generally dry. Among the forest trees are black walnut, oak of various species, hickory, maple of several kinds, beech, birch, poplar, sycamore, ash of several kinds, pawpaw, buckeye, cherry, and whitewood, which is extensively used as a substitute for pine. Wheat may be regarded as the staple production of the state, but Indian corn and other grains are produced in great abundance. Although Ohio has already become so populous, it is surprising to the traveller to observe what an amount of forest is yet unsubdued.”—*U. S. Gaz.*

Climate.—“The summers are warm and pretty regular, but subject, at times, to severe drought. The winters are generally mild, but much less so in the northern than in

the southern part of the state. Near Lake Erie, the winters are probably as severe as in the same latitude on the Atlantic. In the country for fifty miles south of Lake Erie, there are generally a number of weeks of good sleighing in the winter; but in the southern part of the state, the snow is too small in quantity, or of too short continuance, to produce good sleighing for any considerable time. In the neighbourhood of Cincinnati, green peas are produced in plenty by the 20th of May. In parts of the state near marshes and stagnant waters, fevers, and agues, and bilious and other fevers, are prevalent. With this exception, the climate of Ohio may be regarded as healthful.—*U. S. Gaz.*

Live Stock and Agricultural Products.—In 1840, there were in this state 430,527 horses and mules; 1,217,874 neat cattle; 2,028,401 sheep; 2,099,746 swine; poultry, to the value of 551,193 dollars. There were produced 16,571,661 bushels of wheat; 212,440 bushels of barley; 14,393,103 bushels of oats; 814,205 bushels of rye; 633,139 bushels of buckwheat; 33,668,144 bushels of Indian corn; 3,685,315 lbs. of wool; 62,195 lbs. of hops; 38,950 lbs. of wax; 5,805,021 bushels of potatoes; 1,022,037 tons of hay; 9080 tons of hemp and flax; 5,942,275 lbs. of tobacco; 4317 lbs. of silk cocoons; 6,363,386 lbs. of sugar; the products of the dairy were valued at 1,848,869 dollars; of the orchard, at 475,271 dollars; of lumber, 262,821 dollars. There were made 11,524 gallons of wine; and 6809 tons of pot and pearl ashes.—*Official Returns.*

Minerals.—Salt springs have been found on Yellow creek, in Jefferson county; on the waters of Killbuck, in Wayne county; on Muskingum river, near Zanesville; and at various other places. “Bituminous coal is found in great quantities in the eastern part of the state, particularly near Massilon, in Stark county, and in Tallmadge, in Summit county. This coal is delivered to consumers in Cleveland for fifteen cents a bushel. Iron ore is found in various places, particularly near Zanesville, and on Bush creek, in Adams county.”—*U. S. Gaz.*

Rivers.—The Ohio, which gives name to the state, flows along its entire southern border. This river is 908 miles long, from Pittsburg to its mouth, by its various windings, though it is only 614 miles in a straight line. Its current is gentle, with no falls, excepting at Louisville, Kentucky, where there is a descent of twenty-two feet and a half in two miles, but this has been obviated by a canal. For about half the year, it is navigable for steamboats of a large class through its whole course. The Muskingum, the largest river which flows entirely in the state, is formed by the junction of the Tuscarawas and Walhonding rivers, and enters the Ohio at Marietta. It is navigable for boats 100 miles. The Scioto, the second river in magnitude, flowing entirely within the state, is about 200 miles long, and enters the Ohio at Portsmouth. Its largest branch is the Whetstone or Olentangy, which joins it immediately above Columbus. It is navigable for boats 130 miles. The Great Miami is a rapid river in the western part of the state, 100 miles long, and enters the Ohio in the south-west corner of the state. The Little Miami has a course of seventy miles, and enters the Ohio seven miles above Cincinnati. The Maumee is 100 miles long, rises in Indiana, runs through the north-west part of this state, and enters Lake Erie at Maumee bay. It is navigable for steamboats to Perrysburg, eighteen miles from the lake, and above the rapids is boatable for a considerable distance. The Sandusky rises in the northern part of the state, and, after a course of about eighty miles, it enters Sandusky bay, and thence into Lake Erie. The Cuyahoga rises in the north part of the state, and, after a curved course of sixty miles, enters Lake Erie at Cleveland. It has a number of falls which furnish valuable mill seats. Besides these, Huron, Vermilion, Black, Grand, and Ashtabula rivers fall into Lake Erie.—*U. S. Gaz.*

Harbours.—Lake Erie borders this state for about 150 miles, and has several harbours, among which the largest are within Maumee and Sandusky bays. Besides these, are the harbours of Huron, Cleveland, Fairport, and Ashtabula.—*U. S. Gaz.*

Trades.—The direct foreign exports of this state, in 1840, amounted to 991,954 dollars; and the imports to 4915 dollars. There were fifty-three commercial and 241 commission houses engaged in foreign trade, with a capital of 5,928,200 dollars; 4605 retail dry goods and other stores, with a capital of 21,282,225 dollars; 2891 persons employed in the lumber trade, with a capital of 378,268 dollars; 854 persons engaged in internal transportation, who, with 1061 butchers, packers, &c., employed a capital of 4,617,570 dollars.—*Official Returns.*

Manufactures.—In 1840, the value of home-made or family manufactures was 1,853,937 dollars; there were 130 woollen manufactories, and 206 fulling mills, producing goods to the value of 685,767 dollars, employing 935 persons, and a capital of 537,985 dollars; eight cotton manufactories, with 13,754 spindles, employing 246 persons, producing articles to the value of 189,378 dollars, and employing a capital of 113,500 dollars; seventy-two furnaces produced 35,236 tons of cast iron, and nineteen forges, &c., produced 7466 tons of bar iron, consuming 104,312 tons of fuel, employing 2268 persons, and a capital of 1,161,900 dollars; 434 persons produced 3,513,408 bushels of bituminous coal, with a capital of 45,525 dollars; fourteen paper manufactories, employing 305 persons, produced articles to the value of 270,202 dollars, with a capital of 208,200 dollars; thirty-one persons manufactured flax, producing the value of 11,737 dollars, with a capital of 242 dollars; hats and caps were manufactured to the value of 728,513 dollars, and straw bonnets to the value of 3028 dollars, the whole employing 963 persons, and a capital of 369,637 dollars; 812 tanneries employed 1790 persons, with a capital of 957,383 dollars; 1160 other manufactories of leather, as saddleries, &c., produced articles to the value of 1,986,146 dollars, with a capital of 917,245 dollars; 187 persons manufactured tobacco to the value of 212,818 dollars, with a capital of 68,810 dollars; ninety-nine potteries employed 199 persons, manufacturing to the value of 89,754 dollars, employing a capital of 43,450 dollars; 858 persons produced machinery to the value of 875,731 dollars; 289 persons produced hardware and cutlery to the value of 393,300 dollars; seventy persons produced three cannon, and 2450 small-arms; thirty-seven persons manufactured the precious metals to the value of 53,125 dollars; 589 persons manufactured other metals to the value of 782,901 dollars; seventy persons produced drugs and paints to the value of 101,880 dollars, with a capital of 126,335 dollars; 401 persons manufactured granite and marble to the value of 256,131 dollars; 1469 persons produced bricks and lime to the value of 712,697 dollars; thirteen persons, in two powder mills, produced 222,500 lbs. of powder, with a capital of 18,000 dollars; 105 persons manufactured 3,603,036 lbs. of soap, 2,318,456 lbs. of tallow candles, 151 lbs. of spermaceti and wax candles, employing a capital of 186,780 dollars; 390 distilleries produced 6,329,467 gallons, and fifty-nine breweries produced 1,422,584 gallons, the whole employing 798 persons, and a capital of 893,119 dollars; twenty-one rope-walks, employing sixty-six persons, produced articles to the value of 89,750 dollars, with a capital of 37,675 dollars; eleven persons produced musical instruments to the value of 8454 dollars, with a capital of 5000 dollars; 1490 persons manufactured carriages and waggons to the value of 701,228 dollars, with a capital of 290,540 dollars; 536 flouring mills produced 1,311,954 barrels of flour, and with other mills employed 4661 persons, producing articles to the value of 8,868,213 dollars, with a capital of 4,931,024 dollars; vessels were built to the value of 522,855 dollars; 1928 persons manufactured furniture to the value of 761,146 dollars, employing a capital of 534,317 dollars; 970 brick or stone houses, and 2764 wooden houses, employed 6060 persons, and cost 3,776,823 dollars; 159 printing-offices, forty-one binderies, nine daily, seven semi-weekly, and 107 weekly newspapers, and twenty periodicals, employed 1175 persons, and a capital of 446,720 dollars. The whole amount of capital employed in manufactures, was 16,905,257 dollars.—*Official Returns.*

Education.—The principal literary institutions, are the University of Ohio, at Athens, founded in 1821; the Miami university, at Oxford, founded in 1809. These institutions have been endowed with large grants of lands. The Franklin college, at New Athens, founded in 1825; the Western Reserve college, at Hudson, founded in 1826; Kenyon college, at Gambier (Episcopal), was founded in 1826; Granville college, at Granville (Baptist), founded in 1832; Marietta college, at Marietta, founded in 1832; the Oberlin Collegiate institute, at Oberlin, founded in 1834; Cincinnati college, at Cincinnati, founded in 1819; as was also Woodward college, at the same place. Willoughby university, at Willoughby, is a medical institution, with a college charter. Lane Theological seminary, at Cincinnati, founded in 1829. There are also theological departments in Kenyon, Western Reserve, and Granville colleges, and in the Oberlin institute; a Lutheran theological school at Columbus; two medical and one law school at Cincinnati. At all these institutions, there were in 1840, 1717 students. There were in the state seventy-three academies, with 4310 students; 5186 common and primary schools, with 218,609 scho-

lars. There were 85,394 white persons over twenty years of age, who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Presbyterians had 247 ministers; the Methodists had 200 ministers; the Baptists had 170 ministers; the Lutherans had forty-seven ministers; the Episcopalians had one bishop and twenty-five ministers; the German Reformed had twenty-six ministers. Besides these there are a considerable number of Friends and Catholics, and a few others.—*U. S. Gaz.*

Banks.—There were in this state, at the commencement of 1840, thirty-seven banks and branches, with an aggregate capital of 10,507,521 dollars, and a circulation of 4,607,127 dollars. The state debt, in September, 1840, was 991,954 dollars.—(See Banks of the United States hereafter.)

Public Works.—The Ohio canal extends from Cleveland, on Lake Erie, 807 miles to Portsmouth, on the Ohio. It has a navigable feeder of fourteen miles to Zanesville; one of ten miles to Columbus; and one of nine miles to Lancaster; one to Athens of fifty miles; the Walhonding branch of twenty-three miles; the Eastport branch of four miles, and the Dresden of two miles. This great work was begun in 1825, and was finished in 1832, at a cost of 5,000,000 dollars. The Miami canal extends from Cincinnati, 178 miles, to Defiance, where it meets the Wabash and Erie canal. The cost was 3,750,000 dollars. The whole distance to Lake Erie is 265 miles. The Warren canal, a branch of the above, extends from Middletown, twenty miles to Lebanon. The Sandy and Beaver canal is to extend from the Ohio canal, at Bolivar, seventy-six miles, to Ohio river, at the mouth of Little Beaver creek. Cost estimated at 1,500,000 dollars. The Mahoning canal extends from the Ohio canal, at Akron, eighty-eight miles, eight miles of which are in Pennsylvania, to Beaver river, at a cost of 764,372 dollars. Milan canal extends from Huron, three miles, to Milan, to which steamboats now ascend. The Mad river and Sandusky city railroad extends from Tiffin, thirty-six miles, to Sandusky city. The Ohio railroad extends from Manhattan, forty miles, to Sandusky city.—*U. S. Gaz.*, and *American Almanac*.

PRINCIPAL TOWNS.

CINCINNATI, the most populous city west of the Alleghany mountains, is situated on the Ohio river, 504 miles, by the windings of the river, above its confluence with the Mississippi. It lies in 39 deg. 6 min. 30 sec. north latitude, and 84 deg. 27 min. west longitude from Greenwich, and 7 deg. 24 min. 45 sec. west from Washington. It is 116 miles south-west from Columbus; 250 miles from Cleveland; 120 miles from Indianapolis; 270 miles from Nashville, Tennessee; 860 miles from New Orleans; 350 miles from St. Louis; 105 miles from Louisville; 518 miles from Baltimore; 298 miles from Pittsburg; 617 miles from Philadelphia; 492 miles from Washington; 900 miles from New York, by Lake Erie, and 600 miles from Charleston, South Carolina. In 1795, it contained 500 inhabitants; in 1800, 750 inhabitants; in 1810, 2540 inhabitants; in 1820, 9642 inhabitants; in 1830, 24,831 inhabitants; in 1840, 46,338 inhabitants; in 1845, the number of inhabitants may be estimated at about 55,000, probably, at nearly 60,000. Besides which, there is usually in the town a floating population of from 2000 to 3000. In 1840, there were engaged in commerce, 2226; in manufactures and trades, 10,866; learned professions, 434. This city is built on an elevated plain, on the north bank of the Ohio, 540 feet above the level of tide water at Albany, and twenty-five feet below the level of Lake Erie; but low water mark is 432 feet above tide-water, and 138 feet below the level of Lake Erie. "The shore of the Ohio here forms a good landing for boats at all seasons of the year, the principal landing being paved to low water mark in a substantial manner, and supplied with floating wharfs, rendered necessary by the great rise and fall of the river at different times. The descent from the upper part of Cincinnati to low water mark on the Ohio, is 108 feet. The city is near the eastern extremity of a pleasant valley, about twelve miles in circumference, skirted to the north by a circular ridge of hills, the summits of which are not more than 300 feet above the plain, but of picturesque appearance. The ground on which the city stands consists of two plains, the rear one elevated fifty or sixty feet above the front, though the ascent, by grading, has been extensively

reduced to a gradual slope. The view of the city is beautiful from the hills in the rear ; but as approached by water it is neither extensive nor commanding.

"Excepting on the margin of the river, it is regularly laid out in streets and alleys, crossing each other at right angles. The streets running east and west, are denominated proceeding from the river, first, second, &c., while those running north and south, are named after the native trees, as walnut, sycamore, &c. Main-street extends from the steamboat landing on the river directly north, to the northern boundary of the city. Fourteen streets, seven in each direction, are sixty-six feet wide, and 396 feet apart. The central portion of the city is compactly built, with handsome houses and stores ; but the extensive plan in its outer parts, is but partially built up, and the houses are irregularly scattered. Many of the streets are well paved, and extensively shaded by trees. The houses are generally of stone or brick. The climate is changeable, and subject to considerable extremes of heat and cold, but is on the whole healthy.

"The court house, on Main-street, is fifty-six feet by sixty feet, and 120 feet high to the top of the dome. The edifice of the Franklin and La Fayette banks of Cincinnati has a splendid portico of eight Doric columns, after the model of the Parthenon at Athens, but is in a confined situation. It is seventy-nine feet long, and sixty-nine feet deep exclusive of the portico. Several of the churches are fine specimens of architecture, and a number of the hotels are spacious and elegant. There are four market houses, a bazaar, a theatre, a college, an Athenæum, a medical college, a mechanics' institute, two museums, a lunatic asylum, a high school, and a number of large and commodious houses for public schools. Within the last year 800 buildings have been erected, among which are many large warehouses and stores, and several beautiful churches.

"Cincinnati college was founded in 1819, and had, in 1840, eight instructors, and eighty-four students. It has academical, medical, and law departments. The medical college of Ohio has trustees appointed by the legislature every three years, and it has eight professors and 130 students. The College of Professional Teachers was formed in 1832, and has for its object the improvement of schools in the western country, and holds an annual meeting in October. The Mechanics' institute is formed for the improvement of mechanics in scientific knowledge, by means of popular lectures and mutual instruction. It has a valuable philosophical apparatus, a respectable library, and a reading-room, much frequented by young men. The Cincinnati lyceum furnishes an instructive and fashionable place of resort to the citizens, by its popular lectures and debates through the winter season. It has a good library and a reading-room. The Athenæum is a respectable literary institution, under the direction of the Catholics, in which the mathematics, philosophy, and the classics, as well as the modern languages, are taught by competent professors. It has over seventy students, and a large and splendid edifice. The Lane seminary, at Walnut hills, two miles from the city, has three professors, sixty-one students, and a library of 10,300 volumes. It has a literary as well as theological department. Woodward High School, named after its founder, gives education, in part gratuitously, to a large number of students. It has four instructors, and a large and commodious building. There is a great number of respectable private schools, and twenty public schools for males and females, in which there are 2000 pupils. There are forty-three churches in Cincinnati, of which three are old school Presbyterian, four new school Presbyterian, two Scots Presbyterian, two Episcopal, three Baptist, seven Methodist, two Protestant Methodist, two Catholic, two Friends, and various others."—*U. S. Gaz.*

Cincinnati is an important manufacturing place. Its want of good water-power has been supplied by that of steam mills. In 1840, there were forty-two foreign commercial, and thirty-six commission houses, with a capital of 5,200,000 dollars ; 1035 retail stores, with a capital of 12,877,000 dollars ; nineteen lumber yards, capital 133,000 dollars ; 245 persons were engaged in internal transportation, who, with 790 butchers, packers, &c., employed a capital of 4,071,930 dollars ; fourteen furnaces, capital 478,000 dollars ; value of machinery manufactured, 545,000 dollars ; hardware, cutlery, &c., 289,000 dollars ; precious metals 48,000 dollars ; various other metals, 713,000 dollars ; four woollen factories, capital 39,000 dollars ; one cotton factory, capital 6000 dollars ; tobacco manufactures, capital 61,000 dollars ; thirteen tanneries, capital 156,000 dollars ; manufactures of leather, as saddleries, &c., capital 552,000 dollars ; two distilleries and six breweries, with a capital of

152,000 dollars; paints, drugs, &c., capital 26,000 dollars; four rope walks, capital 34,000 dollars; carriages and waggons, capital 68,000 dollars; ten flouring mills, eight saw mills, two oil mills, total capital 367,000 dollars; vessels built, value 408,000 dollars; furniture amounted to 459,000 dollars; 264 brick and stone, and seventy-four wooden houses built, cost 1,196,000 dollars; thirty-two printing offices, thirteen binderies, produced 3800 daily newspapers, 33,100 weekly, 1800 semi-weekly, and 17,200 periodicals, with a capital 266,000 dollars. Total capital in manufactures, 7,469,912 dollars. Two colleges, eighty students, two academies, 120 students, fifty-one schools, 5445 scholars. There were five incorporated and two unincorporated banks, with an aggregate capital of nearly 6,000,000 dollars. — *Official Returns*.

Good roads, canals, and the river, bring the products of the surrounding country to this market. The Miami railroad extends from Cincinnati, eighty-five miles and a half to Springfield, and the Miami canal, from Cincinnati, 178 miles, to Defiance, where it joins the Wabash and Erie canals. The internal trade of Cincinnati is thus very extensive. The tonnage of the port, in 1840, was 12,052. There are seven daily papers, which are also issued weekly, or tri-weekly; eight weekly papers, a large number of magazines, issued semi-monthly or monthly, and a number of religious magazines, published monthly.

The municipal government of the city consists of a president, recorder, and twenty-one councillors—three for each of the seven wards into which the city is divided.

Cincinnati was founded in 1789, by emigrants from New England and New Jersey, on the site of Fort Washington. It has grown with great rapidity, and now ranks as the sixth place in population in the United States; and, it being the great emporium of the West, it must continue to increase with the growth of the rapidly rising country with which it is connected. — *U. S. Gaz.*

CHILICOTHE, forty-five miles south of Columbus, 400 miles from Washington, is situated on the west bank of Scioto river. The Scioto washes its northern limit, and Paint creek its southern, here three-quarters of a mile apart. The principal streets follow the course of the river, and these are crossed by others at right angles, extending from the river to the creek. It has a court house and gaol, two market houses, a United States' land office, twenty-three stores, a banking house, four churches. Population, 3977. The Ohio canal passes through it. — *U. S. Gaz.*

CIRCLEVILLE, twenty-six miles south of Columbus, 396 miles from Washington, is situated on the site of an ancient fortification, on the east bank of the Scioto river. The Ohio canal passes through the place, and crosses the large aqueduct. It has a brick octagonal court house, a gaol, market house, six public offices, four churches, thirteen stores, five canal warehouses, an academy, about 250 dwellings, and about 2000 inhabitants. The country around is very fertile, and a great water power is concentrated at this place, by several creeks, and by the canal. In 1840, there were in the township fifteen stores, capital 62,000 dollars; one fulling mill, one furnace, three tanneries, one distillery, one brewery, three printing offices, two binderies, two weekly and one semi-weekly newspapers, one flouring mill, five saw mills, one oil mill. Capital in manufactures, 37,050 dollars. Population, 2972.

DAYTON, sixty-eight miles west-by-south of Columbus, 461 miles from Washington. Population in 1810, 383; in 1820, 1139; in 1830, 2954; in 1840, 6067; and in the township, 10,335. Watered by Great Miami river and its tributaries, south-west branch of Mad river and Wolf creek. Mad river is here turned into a race, about a mile above its mouth, and, after being used as mill power, flows into the Miami, partly above and partly below the village. In and near the village are four cotton factories with 5000 spindles. There is a gun-barrel factory, with a capital of 15,000 dollars; a large iron foundry, four machine shops, producing articles to the value of 100,000 dollars annually; a clock factory, in which are annually made about 2500 clocks; an extensive paper factory, a carding and fulling mill, seven flouring mills, seven saw mills, five distilleries, and various other mills and manufactories. Capital in manufactures, about 100,000 dollars. The Miami canal passes through the place, and connects it with Cincinnati. — *U. S. Gaz. Official Returns*.

COLUMBUS, capital of the state, 139 miles south-west of Cleveland, 110 miles north-east of Cincinnati, 175 miles south of Detroit, Michigan, 184 miles south-west of Pitts-

burg, Pennsylvania, 393 miles from Washington. It is in 39 deg. 47 min. north latitude, and 83 deg. 3 min. west longitude, and 6 deg. west longitude from Washington. It is situated on the east bank of Scioto river, immediately below the confluence of Whetstone river. When this place was selected for the seat of the legislature, in 1812, it was a wilderness. The land rises gradually from the river, and the streets cross each other at right angles. Broad-street extends from the bridge along the national road, a little south of east on the north side of the public square of ten acres, to the east limit of the city, and is 120 feet wide. High-street, 100 feet wide, crosses Broad-street at the north-west corner of the public square, at right angles, and passes through the city in that direction. This is the principal business street of the city. All the other streets are eighty-eight feet wide, and the alleys thirty-three feet wide. A convenient wharf, 1300 feet long, has been erected along the margin of the river. The public buildings are, a state house on the south-west corner of the public square, a brick edifice, seventy-five feet by, fifty feet, of two lofty stories, with a steeple 106 feet high. Immediately north of the state house is a building for the public officers of the state, 150 feet by twenty-five feet. Still further north, in a line with the others, is the federal court house. There are five churches—one Presbyterian, one Baptist, one Methodist, one Episcopal, and one German Lutheran. Several of these churches are elegant buildings. The state penitentiary is a spacious edifice, on the bank of the Scioto, half a mile north of the centre of the city. The asylum for the deaf and dumb is a brick building, fifty feet by eighty feet, three stories high, half a mile east of the state house, with Doric porticoes. There is a lunatic asylum, an institution for the blind, a German Lutheran theological seminary, a fine banking house of stone, with a Doric portico of stone. The private houses are neat and substantial. The national road passes through the town, and a canal of eleven miles in length connects it with the Ohio canal. A bridge across the Scioto connects the place with Franklinton. There were, in 1840, in Columbus, and its township, three commission and four commercial houses in foreign trade, capital 63,000 dollars; fifty-eight retail stores, capital 319,750 dollars; three lumber yards, capital 12,000 dollars; five tanneries, two distilleries, three breweries, one pottery, four printing offices, three binderies, one daily, three weekly, one semi-weekly newspapers. Capital in manufactures, 257,850 dollars. Population, 6048.—*U. S. Gaz. Official Returns.*

CLEVELAND, port of entry, 146 miles north north-east of Columbus, 359 miles from Washington. Cleveland is the emporium of northern Ohio, and, next to Cincinnati, the most important town in the state. It stands in a commanding situation, on the southern shore of Lake Erie, at the mouth of the Cuyahoga river, and at the northern termination of the Ohio canal, by which it is connected with Ohio river; in 41 deg. 31 min. north latitude, and 81 deg. 46 min. west longitude from Greenwich, or 4 deg. 44 min. west from Washington. It is 130 miles north-west of Pittsburg, 146 miles north-east of Columbus, 200 miles by water from Buffalo, 130 miles from Detroit, 359 from Washington. The population, in 1799, consisted of one family; in 1825, about 500 inhabitants; in 1830, 1000; in 1834, 4300; in 1840, 6071.

Excepting a small portion of it immediately on the Cuyahoga river, the city is situated on a gravelly plain, elevated about eighty feet above the level of the lake, of which it has a very commanding prospect. The streets cross each other at right angles. The location is dry and healthy, and the view of the meanderings of the Cuyahoga river, and of the steamboats and shipping in the port, and leaving or entering it, and of the numerous vessels on the lake, presents a prospect exceedingly interesting, from the high shore.

"Near the centre of the plate is a public square of ten acres, divided into four equal parts by intersecting streets, neatly enclosed, and shaded with trees. The court house and the first Presbyterian church front on this square.

"The harbour of Cleveland is one of the best on Lake Erie. It is formed by the mouth of the Cuyahoga river, and improved by a pier on each side, extending 425 yards into the lake, 200 feet apart, and faced with substantial stone masonry. Cleveland is the great mart of the greatest grain-growing state in the union, and it is the Ohio and Erie canals that have made it such, though it exports much by the way of the Welland canal to Canada. It has a ready connexion with Pittsburg, through the Pennsylvania and Ohio canal, which extends from the Ohio canal at Akron to Beaver creek, which enters the Ohio

below Pittsburg. The natural advantages of this place are unsurpassed in the west, to which it has a large access by the lakes and the Ohio canal. But the Erie canal constitutes the principal source of its vast advantages; without that great work, it would have remained in its former insignificance."—*U. S. Gaz. Official Returns.*

The total number of pounds on which toll was charged, and which arrived at Cleveland, in 1840, was 280,233,820, in which was included 2,151,450 bushels of wheat, 504,900 barrels of flour, 23,000 barrels of pork, 782,038 lbs. of butter, 513,452 lbs. of lard, 683,499 lbs. of bacon, 1,154,641 lbs. of pig iron, 2,252,491 lbs. of iron and nails, 643,954 pieces of staves and heading.

The number of pounds' weight of all property on which toll was paid by weight, and which cleared from Cleveland by way of the canal, in 1840, was, 9,563,396 lbs. of merchandise, 1,163,167 lbs. of furniture, 1,770,016 lbs. of gypsum, 1,265,656 feet of lumber, 76,729 barrels of salt, 8959 barrels of lake fish, 2,560,000 shingles, twenty-one pairs of mill-stones.

The number of voyages of boats cleared, was 4137; but there were only 312 different boats. In the year 1840, 1344 vessels, exclusive of steamboats, entered the port; and 1344 vessels, and 1020 steamboats, cleared. There were owned at Cleveland, sixty-seven schooners, two brigs, three sloops, eleven steamboats; the total tonnage, in 1840, was 9514. There were, in 1840, twenty-one foreign commission houses, with a capital of 58,000 dollars; sixty-six retail stores, capital 139,700 dollars; three lumber yards, capital 3000 dollars; one furnace; value of machinery made, 3000 dollars; two distilleries, and one brewery, capital 32,000 dollars; one flouring mill, manufactured flour to the value of 125,000 dollars; five printing-offices, three binderies, one daily and four weekly newspapers, and one periodical, employed a capital of 9700 dollars. Total capital in manufactures, 128,632 dollars.—*Official Returns.*

There were two banks, with an aggregate of capital of 800,000 dollars; and an insurance company, with a capital of 500,000 dollars. There is a light-house on the bank of the lake, and another at the entrance of the harbour.

OHIO CITY, situated on Lake Erie, at the mouth of the Cuyahoga river, opposite to Cleveland. The ground on which it stands is uneven, and presents many fine situations, which overlook the lake, the city of Cleveland, and surrounding country. It has an Episcopal, a Presbyterian, and other churches, a considerable number of stores and buildings. A bridge crosses the Cuyahoga a little above the place, and a floating bridge and ferry connect it with Cleveland. It contains a large iron foundry, and a number of mechanic shops. It enjoys the harbour, at the mouth of the Cuyahoga, in common with Cleveland. It has seven stores, capital 13,500 dollars; seven commission houses, capital 2000 dollars; two furnaces. Population, 1577.

SANDUSKY, port of entry, 110 miles north of Columbus, 414 miles from Washington, is situated on the south shore of Sandusky bay, fronting the opening into Lake Erie, of which it has a beautiful view. The town is built upon an inexhaustible quarry of the best stone, which has been extensively used in the erection of its edifices. At all times of the year, excepting three winter months, the wharfs are thronged with steamboats and other vessels. It contains four churches; an academy of stone, three stories high; twenty-six stores, besides groceries and provision houses; a ship-yard, where steamboats and other vessels are built; 300 dwellings, and about 1200 inhabitants.

MADISON, 190 miles north-east by north of Columbus, and 349 miles from Washington. Situated on both sides of Grand river. Large quantities of iron are manufactured here into hollow ware, mill irons, &c., and exported. It has nine stores, capital 11,800 dollars; three tanneries, one distillery, two grist mills, and nine saw mills. Capital, in manufactures, 5950 dollars. Twenty schools, 1250 scholars. Population, 2800.

MOUNT VERNON, fifty-one miles north-east of Columbus, and 376 miles from Washington. Situated on Vernon river, or Owl creek. Contains a court house, gaol, four churches, twenty stores, three flouring mills, two saw mills, one oil mill, two printing offices, 250 dwellings, and 2362 inhabitants.

SPRINGFIELD, forty-three miles west of Columbus, and 486 miles from Washington, is situated on the national road, and on the east fork of Mad river, which affords extensive water power. It contains a court house, four churches, thirty stores, one paper mill, one

grist mill, one carding and fulling mill, one brewery, one distillery, one printing office, which issues a weekly newspaper, fifteen schools, 793 scholars, 400 dwellings, and about 2062 inhabitants. Population, 2349.

STEBENVILLE, 141 miles east-north-east of Columbus, and 264 miles from Washington, is situated on the west bank of Ohio river, and contains six churches, a town house, a market, a bank, an academy, thirty stores, one steam paper mill, two woollen factories, three carpet factories, two cotton factories, three iron foundries, three steam-engine factories, one brass foundry, three machine shops, three steam flouring mills, one silver plating factory, one steam saw mill, two breweries, three copperas factories, one comb factory, one chemical factory, one rope walk, one boat yard, two printing offices, each issuing a weekly newspaper, and about 700 dwellings.—*U. S. Gaz. Official Returns.*

FINANCES.

THE following is a detailed Statement of the Public Debt of the State, as stated in the Auditor's Report of December, 1844.

	dollars.	cts.
Foreign debt	12,876,321	11
Temporary loans	890,425	86
Scrip issued in canal and railroad companies	772,515	00
Domestic debt	1,383,584	61
Amount of surplus revenue from counties	53,000	86
Amount of surplus from auditor of state	29,200	39
Domestic bonds, yet outstanding	321,042	05
Amount due turnpike companies on subscription	621,331	84
Indebtedness of the public works to the sinking fund, rising	2,000,000	00
Total	18,747,325	12
To which we add the amount due the contractors on the public works	800,000	00
Balance remaining in the Treasury, November 15th, 1842	64,361	25
Amount collected and paid by county treasurers, in the year ending November 15th, 1843	199,468	72
Miscellaneous items of revenue	64,440	31
Total receipts	328,270	28
Expenditure during the year	233,462	36
Balance in the treasury, November 15, 1843	94,807	92

The following are some of the chief items of expenditure :

dollars.	cts.	dollars.	cts.
State officers	7,600 00	Lunatic Asylum	19,000 00
Judges and Reporter	25,800 00	Institution for the Blind	10,300 00
Ohio Legislature	43,072 00	Board of Public Works	3,600 00
Deaf and Dumb Asylum	9,814 73	State Printer	18,491 18

Amount of taxable property, and of taxes assessed during the year 1843.

dollars.	dollars.	cts.
Number of acres of land, 22,625,808.		
Value, including houses	84,440,180	
Value of town lots and buildings	21,056,202	
Number of horses, 368,457.		
Estimated value	14,738,240	
Number of cattle, 700,654.		
Estimated value	5,613,799	
Capital and money at interest	7,120,998	
Number of pleasure carriages, 11,997.		
Estimated value	694,375	
Total amount of taxable property 133,663,794		
State and canal tax	934,899	19
County and school tax	606,358	38
Road tax	190,979	30
Township and poor tax	185,428	88
Corporation and bridge tax	194,257	59
Physicians' and lawyers' tax	6,276	92
School-house tax	17,037	62
Delinquencies	226,604	93
Total taxes	2,361,842	81

The whole amount of the state debt was, at that date, 18,668,321 dollars 61 cents. Of this, however, 1,406,267 dollars 46 cents are owned by the state itself, being a part of the permanent school fund; 14,345,212 dollars 50 cents bear interest at six per cent, 1,500,000 dollars at seven per cent, and 550,000 dollars at five per cent. The annual interest on this debt is regularly paid, being provided for by the proceeds of the public works, and by a permanent tax imposed by law.

Common school funds accruing during the year 1843.

	dollars.	cts.
Five per cent interest on surplus revenue	100,314	05
Tax, &c., for common school purposes	99,814	32
Interest on special funds for common schools	28,387	98
Interest on proceeds of the 16th section in every township	56,133	92
Total	284,521	91

VIII. MICHIGAN.

THE state of MICHIGAN, comprises two peninsulas; the principal of which, or Michigan proper, is bounded north by the Straits of Michilimackinac, which connect Lakes Michigan and Huron; east by Lake Huron, St. Clair river, Lake St. Clair, Detroit river, and Lake Erie, which separate it from Upper Canada; south by Ohio and Indiana; and west by Lake Michigan. This main section of the state is about 288 miles long, and about 190 miles average breadth. The area contains about 38,000 square miles, or 24,320,000 British statute acres. The other, and geographically, distinct peninsula of this state, lies north-west of the former, and is bounded north by Lake Superior; on the east by St. Mary's river; on the south by Lake Michigan, Green Bay, and Menomonee river; and west by Montreal river, which enters Lake Superior. This division of the state is about 320 miles long, and from thirty miles to 160 miles broad, comprising about 28,000 square miles; making the whole territory of the state about 66,000 square miles. In 1810, the population was 4528; in 1820, 9048; in 1830, 31,639; in 1840, 212,267. Of these, 113,395 were white males; 93,165 white females; 393 coloured males; 314 coloured females. Employed in agriculture, 56,521; in commerce, 728; in manufactures and trades, 6890; navigating the ocean, 24; navigating canals, lakes, and rivers, 166; mining, 40; learned professions, 904.

In 1840, the number of counties were thirty-two, which, with their population and capitals, were as follows:—Allegan, 1783, C. Allegan; Barry, 1078, C. Hastings; Berrien, 5011, C. St. Joseph; Branch, 5715, C. Branch; Calhoun, 10,599, C. Marshall; Cass, 5710, C. Cassopolis; Chippewa, 534, C. Sault St. Mary; Clinton, 1614, C. De Witt; Eaton, 2379, C. Charlotte; Genesee, 4268, C. Flint; Hillsdale, 7240, C. Jonesville; Ingham, 2498, C. Vevay; Ionia, 1923, C. Ionia; Jackson, 13,180, C. Jackson; Kalamazoo, 7380, C. Kalamazoo; Kent, 2587, C. Grand Rapids; Lapeer, 4265, C. Lapeer; Lenawee, 17,889, C. Adrian; Livingston, 7430, C. Howell; Macomb, 923, C. Mount Clemens; Michilimackinac, 9716, C. Mackinac; Monroe, 9922, C. Monroe; Oakland, 23,646, C. Pontiac; Oceana, 208, C. Oceana; Ottawa, 496, C. Grand Haven; Saginaw, 892, C. Saginaw; St. Clair, 4606, C. St. Clair; St. Joseph, 7068, C. Centreville; Shiawassee, 2103, C. Corunna; Van Buren, 1910, C. Pawpaw; Washtenaw, 23,571, C. Ann Arbor; Wayne, 24,173, C. Detroit. Several new counties remain to be organised.

Configuration and Soil.—The surface of the lower or southern peninsula is generally level, having few elevations which may be denominated hills. Along the shores of Lakes Huron, Michigan, St. Clair, and Erie, the land is generally low for from eight to fifteen miles back. This region is covered with forest trees, except the district of Sand-hills. The interior is gently undulating, rising gradually from the lakes to the centre of

the peninsula. This central region may be regarded as a table land, elevated about 300 feet above the level of the lakes, interspersed with forests of timber, oak plains, and beautiful prairies. Along the eastern shore of Lake Michigan are sand hills, thrown by the winds into innumerable fantastic forms, sometimes covered with stunted trees and scanty vegetation, but most generally bare. On the shore of Lake Huron there are some high sand bluffs. The point formed by Lake Huron and Saginaw bay is generally low and swampy. A large part of the soil of this peninsula is fertile, and well adapted to the purposes of agriculture. The principal forest trees are the oak, hickory, walnut, ash, linden, sugar maple, elm, poplar, and pine. The "oak openings" are green districts with clumps or single trees of oak growing at various distances of from ten to 100 feet apart. Streams and small rivers flow through these openings. In other parts, are small plains with a rich brown soil, dotted with burr oaks. Differing from these districts, we meet with dry prairies, without any wood, but with a remarkably fertile soil. The wet prairies are generally barren swamps. There are also very extensive districts of sterile country in this peninsula, called the "barrens." These consist of an undulated region of sandy soil, with a growth of stunted oaks and bushes. These barrens are not, however, incapable of being cultivated. The soil is well adapted to the culture of wheat, rye, oats, barley, flax, hemp, garden vegetables, and grasses. No part of the United States is better supplied with fish, aquatic fowls, and wild game. The fish of the lakes and rivers are chiefly the white fish and salmon trout, both of which are taken and put up in large quantities for exportation. The trout weigh from ten to seventy pounds, and the white fish are equally large. There are many other varieties, as sturgeon, pike, three varieties of bass, codfish, maskmunge, pukins, mullet, lake herrings, &c.—(See Fisheries of America hereafter.)

Of the northern peninsula, Mr. Schoolcraft says, "portions of it are the mere development of sublime scenery, which appertains to that comparatively elevated portion of the continent. Mountains and lakes, plains, rivers, and forests, spread over it, with a boldness of outline, which may be said to constitute almost a peculiar type of North American geography. This division embraces the mineral district of the region. Much of it falls under the influence of causes which render it of little or no value in an agricultural point of view; but it may be regarded as the seat of future mineral operations. Accuracy with respect to either kind of soil, either in acres or miles, must be the result of exploration and survey. The northern shores of Lakes Michigan and Huron, as far as Point Detour, are exclusively limestone, where rock is at all visible, and this rock is characterised by the usual indications of gypsum and brine springs. The growth of trees in this newly acquired boundary is as various as the soils, and is, in general, an accurate index of its fertility. The sugar maple is interspersed throughout the tract, being separated by the sand plains, the mountain masses, and by tracts of spruce lands. This tree, however, forms so considerable a portion of the growth, that the natives can always, by a timely removal of their camps, rely on the manufacture of sugar. The beech tree is found as far north as Point Iroquois, at the outlet of Lake Superior. I regard the white oak, however, as a surer test of climate and soil together, than any other of our forest trees. I doubt whether this tree ever attains to its full size in a climate not decidedly congenial to agriculture. The rock maple and red oak are found, at intervals, throughout the northwest; I have seen both species at the sources of the Mississippi, but have not observed the beech north of the locality mentioned, nor the white oak north of the Straits of Mackinac. The interior abounds in minor lakes, and enjoys a singular advantage of intercommunication by streams and portages. The areas included between the three great lakes north of Mackinac, which will probably hereafter be denominated the upper peninsula of Michigan, embraces the present settlements at Mackinac and Sault St. Mary. Taking the whole extent of the annexed territory from Menomonee river, following the curves of the coast to the north-west limits of the state, the mouth of Moniauw or Montréal river of Lake Superior, it affords not less than 720 miles of additional coast navigation; and embraces, in the distance, several large bays and excellent harbours. About forty large and sixty small streams discharge their waters into the three lakes constituting portions of the boundary."

Rivers.—The southern peninsula of Michigan is drained by several rivers and streams, which rise in the table or highlands, and flow in an easterly or westerly direction, with the exception of the Cheboigan, and three or four smaller streams, which flow in a

northerly direction. The larger streams are navigable by boats and canoes nearly to their sources. Raisin and Huron rivers flow into Lake Erie; Rouge into the Detroit strait; Clinton and Black rivers into the Strait of St. Clair. Saginaw river, formed by the junction of Titibawassee, Hare, Shiawassee, Flint, and Cass rivers, enters into Saginaw bay. Thunder Bay river and Cheboigan, with several smaller streams, flow into the northern part of Lake Huron. St. Joseph, Kalamazoo, Grand, and Maskegon rivers, and several smaller streams, flow in a westerly direction into Lake Michigan. The counties of Oakland, Livingston, Washtenaw, Barry, Jackson, and Kalamazoo abound with small clear lakes, well stocked with fish.—*U. S. Gaz.* "Michigan and its Resources" in the *Merchants' Magazine*.

Live Stock and Agricultural Products.—There were in the state, in 1840, 30,144 horses and mules; 185,190 neat cattle; 99,618 sheep; 295,890 swine; poultry to the value of 82,730 dollars. There were produced 2,157,108 bushels of wheat; 127,802 bushels of barley; 2,114,051 bushels of oats; 34,236 bushels of rye; 113,592 bushels of buckwheat; 2,277,039 bushels of Indian corn; 153,375 lbs. of wool; 11,381 lbs. of hops; 4533 lbs. of wax; there were produced 2,109,205 bushels of potatoes; 130,805 tons of hay; 755 tons of hemp and flax; 1602 lbs. of tobacco; 266 lbs. of silk cocoons; 1,329,784 lbs. of sugar; the products of the dairy were estimated at 301,052 dollars; and of the orchard at 16,075 dollars; and of lumber at 392,325 dollars.—*Official Returns*.

Lakes.—Michigan lake is the largest lake that lies wholly within the United States, being 360 miles long, and sixty broad, containing 17,000 square miles, including Green bay, a large branch of it in the north-west. The Straits of Michilimackinac, forty miles long, connect this lake with Lake Huron. Saginaw bay is a large branch of Lake Huron, sixty miles long by thirty-two miles wide.—*U. S. Gaz.*

Trades.—The exports of Michigan, in 1840, amounted to 162,229 dollars; and the imports to 138,610 dollars. There were twenty-six commission-houses engaged in foreign trade, with a capital of 177,500 dollars; 612 retail dry goods and other stores, with a capital of 2,228,988 dollars; 312 persons employed in the lumber trade, with a capital of 45,600 dollars; 453 persons employed in the fisheries (lake), with a capital of 28,640 dollars.—*Official Returns*.

Manufactures.—In 1840, the value of home-made or family manufactures was 113,955 dollars; there were sixteen fulling mills, and four woollen manufactories, employing thirty-seven persons, producing articles to the value of 9734 dollars, and employing a capital of 34,120 dollars; fifteen furnaces, producing 601 tons of cast iron, employing ninety-nine persons, and a capital of 60,800 dollars; one paper mill, employing six persons, produced to the value of 7000 dollars, with a capital of 20,000 dollars; twelve persons manufactured tobacco to the value of 5000 dollars, with a capital of 1750 dollars; hats and caps were produced to the value of 30,463 dollars, and straw bonnets to the value of 659 dollars, employing forty-two persons, and a capital of 20,007 dollars; thirty-eight tanneries employed ninety-nine persons, and a capital of 70,240 dollars; 101 other manufactories of leather, as saddleries, &c., produced articles to the value of 192,190 dollars, with a capital of 69,202 dollars; one glass-house employed thirty-four persons, producing articles to the value of 7382 dollars, with a capital of 25,000 dollars; three potteries employed four persons, producing articles to the value of 1100 dollars, with a capital of 625 dollars; three persons produced confectionary to the value of 3000 dollars, with a capital of 1200 dollars; sixty-seven persons produced machinery to the value of 47,000 dollars; seven persons produced hardware and cutlery to the value of 1250 dollars; one person manufactured the precious metals to the value of 5000 dollars; six persons manufactured granite and marble to the value of 7000 dollars; 298 persons produced brick and lime to the value of 68,913 dollars; six persons produced 78,100 lbs. of soap and 57,975 lbs. of tallow candles, with a capital of 6000 dollars; thirty-four distilleries produced 337,761 gallons, and ten breweries produced 308,696 gallons, the whole employing 116 persons, and a capital of 124,200 dollars; fifty-nine persons produced carriages and waggon to the value of 20,075 dollars, with a capital of 13,150 dollars; ninety-three flouring mills produced 202,880 barrels of flour, and, with other mills, employed 1144 persons, producing articles to the value of 1,832,363 dollars; with a capital of 2,460,200 dollars; vessels were built to the value of 10,500 dollars; sixty-five persons manufactured furniture to the value of 22,494 dollars, with a capital

of 28,050 dollars; thirty-nine brick or stone houses, and 1280 wooden houses were erected, and employed 1978 persons, and cost 571,005 dollars; twenty-eight printing-offices, two binderies, six daily, and twenty-six weekly newspapers, and one periodical, employed 119 persons, and a capital of 62,900 dollars. The whole amount of capital employed in manufactures was 3,112,240 dollars.—*Official Returns.*

Education.—The Michigan university, at Ann Arbor, has departments of literature, science, and the arts, of law, and of medicine. It is designed to have academic branches, spread over the state, and they have been already established at Detroit, Pontiac, Monroe, Niles, Kalamazoo, Grand Rapids, Jackson, White Pigeon, and Tecumseh. This institution has been well endowed by large grants of lands. Marshall college, at Marshall, has been established; and St. Philip's college, near Detroit, is a Catholic institution. These institutions had, in 1840, 158 students. There were in the state twelve academies, with 485 students; and 975 common and primary schools, with 29,701 scholars. There were in the state 2173 white persons over twenty years of age who could neither read nor write.—*U. S. Gaz.*

Religion.—In 1836, the Presbyterians had forty-two churches and nineteen ministers; the Baptists had seventeen churches and eleven ministers; the Roman Catholics one bishop and eighteen ministers; the Episcopalians one bishop and four ministers; and the Methodists were considerably numerous.—*U. S. Gaz.*

Banks.—At the commencement of 1840 there were in this state nine banks, and one branch, with an aggregate capital of 1,229,200 dollars, and a circulation of 261,296 dollars. At the close of 1840, the state debt amounted to 6,011,000 dollars.

Internal Public Works.—Michigan has projected and commenced an extensive system of internal improvements. The Central railroad extends from Detroit, forty-four miles, to Ann Arbor, and when completed is designed to extend 194 miles to St. Joseph on Lake Michigan. The Erie and Kalamazoo railroad extends from Toledo, thirty-three miles, to Adrian. This road is designed to be continued until it meets the Central railroad, which it will leave at Kalamazoo and terminate at Allegan. The whole distance from Toledo to Kalamazoo is 183 miles. The Ypsilanti and Tecumseh railroad leaves the Central railroad at Ypsilanti, and connects with the Erie and Kalamazoo railroad at Tecumseh, twenty-five miles. The Detroit and Pontiac railroad extends from Detroit, twenty-five miles, to Pontiac. Numerous other railroads have been laid out and commenced; and also the Clinton and Kalamazoo canal is designed to unite the waters of Lake Michigan and St. Clair. The whole length is 216 miles, and is estimated to cost 2,250,000 dollars. But this, with several other proposed canals, is for the present suspended.—*American Almanac.*

PRINCIPAL TOWNS.

DETROIT, capital of the state, 302 miles west of Buffalo, 524 miles from Washington, rises in a pleasant and healthy situation, on the river or strait of the same name, thirty feet above its surface, and commands a fine view of the surrounding country. It is seven miles below the outlet of Lake St. Clair, and eighteen miles above the west end of Lake Erie, in 42 deg. 19 min. 53 sec. north latitude, and 82 deg. 58 min. west longitude, and 5 deg. 56 min. 12 sec. west longitude from Washington. Population, in 1810, 770; in 1820, 1422; in 1830, 2222; in 1840, 9102. It extends for the distance of a mile along the river, and three-fourths of a mile back. "For 1200 feet back of the river its plan is rectangular. From this point eight avenues, 200 feet wide, radiate, dividing it into triangular portions, all terminating at a large open area, called the Grand Circus. The principal public and private offices, and dry goods stores, are located on Jefferson avenue, a fine street running parallel with the river. There are several public squares, the most noted of which is called the Campus Martius. The city is drained by public sewers. The city is partially supplied with water from an elevated reservoir, filled with water, raised by steam power from the river. Detroit is among the earlier settlements of North America, having been founded by the French from Canada, in 1683. Among the public buildings are the state house, of brick, of the Ionic order, ninety feet by sixty feet, with six columns in front, and pilasters on the sides. The dome presents an extensive and fine view of the surrounding country.

The city hall of brick, is a neat edifice 100 feet by fifty feet. The lower story is a market, and the second contains a spacious hall, in which the courts are held. It contains eight churches—one Presbyterian, one Episcopal, one Methodist, one Baptist, one German Lutheran, two for coloured people, supplied by clergymen of different denominations, and two Roman Catholic. Some of these churches are large and splendid buildings. The bank of Michigan is a fine stone edifice, of Grecian architecture, fifty-six feet by forty feet. There are three other banks, and the whole capital of the banks is 2,250,000 dollars. There are a United States' land office, three markets, a theatre, a museum, a public garden, state penitentiary, government magazine, and mechanics' hall. There are various charitable and benevolent institutions. The Protestants and the Roman Catholics have each an orphan asylum. The ladies free school society educate 200 indigent children. There are several literary and scientific societies. There are three female institutes of a high order, and several equally respectable schools for boys, besides twelve public schools, attended by about 500 children.

"Detroit is admirably situated for trade, and is becoming a great commercial emporium. The navigation of the river and lake are open about eight months in the year. The arrivals of vessels and steamboats at this place are about 300 annually, and the clearances are as many. The tonnage of the port, in 1840, was 11,432. The first steamboat arrival at this place was in August, 1818. Now, several of the largest class arrive and depart daily. The Central railroad, which is destined to extend across the peninsula, is finished forty-four miles from Detroit to Ann Arbor. Detroit was incorporated as a city in 1815. It has several times suffered severely by fires." There were, in 1840, eleven commission houses in foreign trade, capital 123,000 dollars; 113 retail stores, capital 412,760 dollars; four lumber yards, capital 31,500 dollars; three furnaces, one tannery, two breweries, one pottery, three printing offices, two binderies, three daily, and four weekly newspapers. Capital in manufactures, 172,375 dollars.—*U. S. Gaz. Official Returns.*

ADRIAN, situated opposite the junction of Beaver creek with the Raisin river, sixty-seven miles from Detroit. It has three churches. It is one of the most flourishing towns in the state, and has twenty-seven stores, capital, 116,800 dollars; three grist mills, six saw mills, two printing offices, two weekly newspapers. Population, in 1840, 2496. A railroad between this place and Toledo was opened in 1836.

TECUMSEH, fifty-seven miles south-west of Detroit. Watered by Raisin river. It had, in 1840, three commission houses, capital 7000 dollars; twelve stores, capital 70,350 dollars; one tannery, one distillery, one printing office, one weekly newspaper, two flouring mills, two grist mills, two saw mills. Capital in manufactures, 160,000 dollars. Population, 2503.

MACKINAC, 300 miles north-north-west from Detroit. Situated on the south-east extremity of an island of the same name, and contains a court house, gaol, one Presbyterian, and one Roman Catholic church, ten stores, a school of the American Board of Foreign Missions, a Roman Catholic missionary school, and a branch of the University of Michigan. Fort Mackinac stands on a rocky eminence, 150 feet immediately above the village, which it commands. The harbour is safe and spacious, capable of accommodating 150 vessels. About 3000 barrels of trout and white fish are annually exported, and it is the seat of an extensive fur trade.—(See fisheries and fur trade hereafter.)

YPSILANTI, thirty miles west of Detroit, on the Huron river, and near the Central railway. Population, in 1840, 2419.

MONROE, thirty-seven miles south-south-west from Detroit, 486 miles from Washington, is situated on the Raisin river, two miles and a half from its mouth. It contains a court house, gaol, two banks, a United States' land office, seven churches—two Presbyterian, one Episcopal, one Baptist, one Methodist, and two Roman Catholic; seven storage and forwarding houses, twenty-four stores, one woollen factory, one iron foundry and edge tool factory, two flouring mills, three saw mills, one fulling mill, one paper mill, one tannery, two printing offices, each issuing a weekly newspaper, a branch of the University of Michigan, and two female academies, a reading-room and library of 1200 or 1500 volumes, 500 dwellings, and about 2500 inhabitants. The river affords extensive water power. A canal, 100 feet wide and twelve feet deep, is constructed from the town to the lake. Steamboats and

other vessels continually ply between this place and other places on the lakes. A railroad extends seventy miles west to Hillsdale.

ST. JOSEPH, is a small town, important from its position on the west coast of Michigan. It has a wharf 2000 feet long, from which steamboats, and other craft, ply to and from various ports of Lake Michigan.

SAGINAW, on Saginaw river, which falls into the bay of same name. Population, about 1000. Steamboats navigate the river.—*U. S. Gaz. Official Returns.*

FINANCES.

1. *General fund.* Estimated annual current expenses of state government for 1844 :—

	dollars.
Salaries of governor and executive officers	12,600
Judiciary, including attorney-general and reporter	9,900
Legislature	20,000
Printing laws, documents, &c.	3,000
Expenses of the state prison, over earnings	8,000
Miscellaneous appropriations	2,500
Interest on 100,000 dollars, general fund stock, and 60,000 dollars, penitentiary ditto	9,600
„ on about 20,000 dollars delinquent tax stock	1,400
„ on warrants, &c., payable from general fund.	3,000
	<hr/>
	70,000

* Estimated revenue for current expenses for 1844 :—

State tax of two mills, for 1843	55,336
Specific tax on banks, brokers, and pedlars	1,500
Office charges on delinquent taxes	3,000
Interest collected on delinquent taxes, say	12,000

71,836

2. *Internal Improvement Debt.*—The state has received, or acknowledges due on her, five million loan debt, including interest from July 2, 1841, to July 1, 1845, funded, or proposed to be funded, the sum of 2,987,000 dollars, or nearly 3,000,000; the annual interest of which, at six per cent, will be about 180,000 dollars. The annual receipts on the Central and Southern railroads, on which the state relies for the payment of the above interest, are estimated, when the former shall be completed to Kalamazoo, at from 350,000 dollars to 400,000 dollars, one-half of which, or more, when the roads are fully stocked with locomotives and cars, will be net profits, amounting to 175,000 dollars, or 200,000 dollars.

3. *University Stock.*—The interest on this stock, 100,000 dollars at six per cent, or 6000 dollars per annum, is met regularly from the income of the university fund, which now averages about 8000 dollars a year.

4. *Loans to Railroad Companies.*—The only other stocks of this state, not enumerated above, were issued in pursuance of two loans to railroad companies, for which the state is contingently liable; one of 100,000 dollars to the Detroit and Pontiac railroad company, and one of 20,000 dollars to the Palmyra and Jackson railroad company. For the principal of the latter loan, and 6300 dollars of back interest, the state sold the road in June, 1844, and bid it in at 22,000 dollars. Fifteen miles of it, from Palmyra to Clinton, had been finished for two years or more, except ironing, and had been used some time on the wooden superstructure. It is supposed, that that part of the road lying north of the southern railroad of the state will be ironed by the state, and converted into a branch of that road. On the loan of 100,000 dollars to the Detroit and Pontiac railroad company, it is expected that the state will receive pay before the close of the year 1846; if not, the lien which the state has on the road is deemed ample security.—*American Almanac for 1845.*

IX. WISCONSIN.

WISCONSIN is bounded north by the British possessions ; north-east by Montreal and Menomonee rivers, and a line connecting their sources, separating it from northern Michigan ; east by Lake Michigan, separating it from Michigan proper ; south by Illinois ; and west by the Mississippi, separating it from Iowa territory. It lies between 42 deg. 30 min. and 49 deg. 30 min. north latitude, and between 86 deg. 50 min. and 96 deg. west longitude ; being 600 miles long, and 150 miles broad. It contains about 90,000 square miles, or 57,600,000 acres. In 1828, it contained 18,440 inhabitants ; in 1830, 30,747 ; in 1840, 30,945 ; of these, 18,757 were white males ; 11,992 were white females ; 101 were coloured males ; eighty-four were coloured females. Employed in agriculture, 7047 ; in commerce, 479 ; in manufactures and trades, 1814 ; in mining, 794 ; navigating the ocean, rivers, lakes, &c., 223 ; learned professions, &c., 259. In 1842, the population was 46,978 ; and, according to an article on Wisconsin in "Hunt's Merchants' Magazine" for June, 1844, the tide of emigration to Wisconsin has been so great, that the population is estimated at 110,600, and, in 1845, that it would equal 140,000 to 150,000.

It is divided into twenty-two counties, which, with their population, in 1840, and their capitals, were as follows :—Brown, 2107, C. Green Bay ; Calumet, 275, C. Calumet ; Crawford, 1502, C. Prairie du Chien ; Dane, 314, C. Madison ; Dodge, 67, C. Dodge ; Fond du Lac, 139, C. Fond du Lac ; Grant, 3926, C. Lancaster ; Green, 933, C. Monroe ; Iowa, 3978, C. Mineral Point ; Jefferson, 914, C. Jefferson ; Manitowoc, 235, C. Manitowoc ; Marquette, 18, C. Marquette ; Milwaukee, 5605, C. Milwaukee ; Portage, 1623, C. Fort Winnebago ; Racine, 3475, C. Racine ; Rock, 1701, C. Rockport ; St. Croix, 809, C. St. Croix ; Sauk, 102, C. Prairie du Sac ; Sheboygan, 133, C. Sheboygan ; Walworth, 2611, C. Elkhorn ; Washington, 343, C. Washington ; Winnebago, 135, C. Oshkosh.

Madison, between the third and fourth of the four lakes which discharge their waters into Rock river, in Dane county, is the seat of government, and beautifully situated. It is regularly laid out as a town, and will rapidly increase.

Soil and Configuration.—The surveyed part, south of Green bay, Fox, and Wisconsin rivers, is composed of timbered and prairie lands, with some swamps or wet prairies, having a vegetable soil of from one to ten feet deep. North of the Wisconsin commences a hilly region, ascending, as we proceed north, into a mountainous country, with a rugged and broken surface, with many rapids and falls in the streams, and affording many wild and picturesque views. Near the sources of the Mississippi there is an elevated table land, abounding with lakes and swamps, in which fish are abundant, and wild rice grows. Bordering on the Mississippi and Wisconsin rivers the soil is rich, and the surface is generally covered with a heavy growth of timber. The white pine is found on the Upper Mississippi. All the productions common to this latitude can be cultivated with success, and the great range of pasturage on the prairies renders the country peculiarly favourable for raising cattle.

Live Stock and Products.—In 1840, there were in this territory 5735 horses and mules ; 30,269 neat cattle ; 3462 sheep ; 51,383 swine ; value of poultry produced 16,167 dollars. There were produced 212,116 bushels of wheat ; 11,062 bushels of barley ; 406,514 bushels of oats ; 1965 bushels of rye ; 10,654 bushels of buckwheat ; 379,359 bushels of Indian corn ; 419,608 bushels of potatoes ; 6777 lbs. of wool ; 1474 lbs. of wax ; 135,288 lbs. of sugar. The products of the dairy were valued at 35,677 dollars.

Minerals.—The south-western part of Wisconsin is exceedingly rich as part of the mineral region, which extends into Illinois and Iowa. Lead ore, yielding seventy-five per cent of metal, is abundant ; and copper ore is also extensively found. The former has long been, and the latter is beginning to be wrought. Iron ore also exists.

Rivers.—The principal rivers are the Mississippi, washing its western border ; the Wisconsin, 500 miles long ; a large tributary of the Mississippi ; Chippeway river, which enters the Mississippi further north-west, and is a large river ; Rock river, which rises and runs partly in this state ; Neenah or Fox river, which passes so near the Wisconsin, that in time of high water the country between them is often overflowed, and can be passed in boats,

passes through Lake Winnebago, and enters Green bay ; though obstructed by rapids, boats pass up it 480 miles.—*U. S. Gaz. Official Returns.*

The following is the latest account we have of this territory :—

" Numerous lakes are scattered over the face of the territory, which, if anywhere else than in the vicinity of those great internal waters by which Wisconsin is surrounded, would render our territory famous. Green bay, though not properly called a lake, as it is connected on the north with Lake Michigan by a channel some twenty miles in width, filled with small islands, is 120 miles in length, by twenty broad, and receives into its waters all those rivers that rise in the north-east part of the territory, and flow in an easterly direction. Lake Winnebago, ten miles in width, by thirty in length, is situated, as has been remarked, forty miles south-west of Green bay ; and is most known, as, till lately, it marked the boundaries of the settlements. It is surrounded by a beautiful country, adapted to agricultural purposes, and over its waters must pass the commerce that will soon find an outlet at Green bay. Lake De Flambeau, upon the western side, in the midst of a broken country, gives rise to one of the branches of the Chippewa, and averages about forty miles in length by ten in width. The country around this lake is highly diversified, resembling more the New England scenery than the general monotonous aspect of the west. The Lake of the Desert, ten by twenty miles in size, formerly supposed to be the source of the Montreal, and the boundary between the Michigan claim and the territory, is now known to give rise to the Wisconsin. Lakes Tomahawk, Courteoreille, and Chi Tac, average in size eight by twenty miles, and give rise to separate branches of the Chippewa. Lake St. Croix, thirty-six miles by three, receives the waters of the St. Croix, and discharges them into the Mississippi, by a channel two miles in length. Besides these, there are numerous smaller lakes, varying in size from ten to fifty square miles.

" The face of the country presents very different aspects in its different divisions, offering all the variety of mountain, plain, and valley. The southern portion of the territory is comparatively level, the greater part of it alternating between the prairie and the oak openings, the latter of which consist of burr oaks scattered from ten to fifty feet apart, perfectly free from underbrush, and resembling more an ancient park than the forests of a new country. Singular in their growth and position, they are often found running for miles in narrow ridges, parallel to each other, divided by belts of prairie, varying from a few feet to miles in width.

" The prairies have a deep black, and exceedingly fertile soil, but are not generally esteemed as highly for the cultivation of wheat as the warmer and more protected surface of the oak openings. They are, however, improved by frequent tillage ; and, if secured a few years from the annual fires that sweep over them, will generally be found covered with a thick growth of timber. The centre of the territory, between Illinois and Lake Superior, assumes a more hilly appearance, and as we approach the north, the larger timber becomes more abundant ; though, even upon the shores of Lake Superior, and thence extending south, are to be found prairies of respectable size. Numerous tamarack swamps are also to be found in this section, that render the exploration of the country, without roads, somewhat difficult.

" It is said by the Honourable Alfred Brunson, who made a report to the last Legislature of his travels in the interior of the territory, that ' after ascending the Black and Chippewa about thirty miles, the general face of the country is some 300 feet lower than the bluffs of the rivers and the ridges that divide their waters. These lowlands, as they may be called, though 200 feet above the rivers, are generally level or gently rolling, of a sandy soil, with but little timber, and present the appearance of having been once the bottom of large lakes, formed by the rivers, shut in by the Mississippi bluffs from that stream, but cutting their way through the bluffs, and a channel through the sandy bottoms left the plains far above the present channels of those streams.' If this was ever the case, the lake formed by the Chippewa must have been some 300 miles in circumference, nor could that formed by the Black river have been much less.'

" The agricultural facilities of the more northern part of the territory are not much known. It is unquestionably good for grazing ; and the region between the St. Louis and the Montreal is said to be suited to the raising of wheat, and to afford farming sites, expell'd by none, even in the west. Hitherto, however, it has only been traversed by the

trapper, or the adventurer in pursuit of mineral wealth; and the numerous rivers are the thoroughfares, upon which, in bark canoes, they seek their journey's end. Few demands have been made upon the soil for its fruits, except in the scanty patches, cultivated around the trading posts; and, therefore, little can be said of its capabilities, except by report, which characterises the north as an agricultural section scarcely inferior to the south, and richer by far in mines, timber, fisheries, and water-power.

"Private enterprise is in a fair way to develop some of the resources of the north. Bands of men have recently penetrated to the borders of Lake Superior, allured by the brilliant descriptions of its mineral wealth. Mines of lead, copper and iron, have been represented as abounding, of extraordinary richness, and easy of access; and specimens of silver have been exhibited, as a promise of what Wisconsin can afford of the more precious metals. And though time has not sufficiently elapsed to determine with certainty the result of their enterprise, yet the huge boulders of virgin metal, already extracted from the borders of Lake Superior, and the reports of others, of even greater size and purity, attest the uncontradicted accounts of its mineral wealth and varied resources; so much so, that the secretary of war, in his last report, recommends the construction of a ship-canal around the Falls of St. Mary, that there may be an uninterrupted ship-communication from the lower lakes to the vast mineral region of Lake Superior, and announced the taking possession of the mining country with a military force; so that the enterprise of individuals, has not only to contend with the fastnesses of nature, but with the physical force of the general government."—*Wisconsin and its Resources, by Josiah Bond, of Wisconsin.*

The most important place in this state is Milwaukee, on Lake Michigan. It is frequented by steamboats, and is an important commercial entrepôt. It is the only good harbour between Chicago and Green bay. Green bay is near the mouth of Neenah or Fox river, at the head of Green bay, and has a good harbour and an extensive trade. Racine and Sheboygan, on Lake Michigan, and Prairie du Chien, on the Mississippi, just above the mouth of the Wisconsin, are considerable places.

Trades.—There were in this territory, in 1840, one commercial and seven commission houses engaged in foreign trade, with a capital of 63,000 dollars; 178 retail dry goods and other stores, with a capital of 661,550 dollars; 133 persons employed in the lumber trade, with a capital of 21,180 dollars; sixty-two persons engaged in internal transportation, who, with three butchers, packers, &c., employed a capital of 14,100 dollars. The statistics of the Erie canal, for the five years ending 1843, exhibit the following amount of furniture as having passed that thoroughfare destined for Wisconsin: in 1838, only forty-two tons; in 1839, 742 tons; in 1840, 816 tons; in 1841, 1190 tons; and in 1842, 1985 tons.—*Official Returns.*

Manufactures.—The value of home-made or family manufactures was 12,567 dollars. There were one furnace, capital 4000 dollars; forty-nine smelting houses produced 15,129,350 lbs. of lead, employing 220 persons, with a capital of 664,600 dollars; three distilleries and three breweries employed a capital of 14,400 dollars; four flouring mills, twenty-nine grist mills, 124 saw mills, capital 561,650 dollars; seven brick, 509 wooden houses were built, and cost 212,085 dollars; six printing offices and six weekly newspapers employed a capital of 10,300 dollars. Total capital in manufactures, 635,926 dollars.—*Official Returns.*

Education.—No college has been established in this territory. There were, in 1840, two academies, with sixty-five students; and seventy-seven common and primary schools, with 1937 scholars.

In January, 1840, this territory had one bank, with a capital of 100,000 dollars, and a circulation of 109,185 dollars.

The government was organised in 1836. The governor is appointed by the president of the United States, with the advice and consent of the senate, and is ex-officio superintendent of Indian affairs. The legislative assembly consists of a council of thirteen members, elected for four years; and a house of representatives of twenty-six members, elected for two years. Their pay is three dollars a day, and three dollars for every twenty miles' travel. The Congress of the United States have appropriated 20,000 dollars for the erection of public buildings, and 5000 for a library.

Public Works.—This territory has a few works of internal improvement. The United

States commenced, in 1838, the Portage canal, one mile and a quarter long, to connect the Wisconsin and Fox rivers, which completes a steamboat navigation from Lake Michigan to the Mississippi. The Milwaukee and Rock river canal, sixty miles in length, to connect Rock river with Lake Michigan, is in progress.—*U. S. Gaz. Official Returns.*

INDIAN OR WESTERN TERRITORY.

THE INDIAN TERRITORY is situated on the west of the settlements of the United States, and has been set apart by the general government, for the permanent residence of those Indian tribes that have been removed, chiefly from the south-western states of the union. They are guaranteed in having governments of their own choice, subject to no other control from the United States, than such as may be necessary to preserve peace on the frontiers, and between the several tribes. The country is about 600 miles long, from south to north, and from 300 miles to 600 miles in breadth, from east to west. It has the river Platte on the north, the states of Missouri and Arkansas on the east, the Red river on the south, and a desert country on the west. This region comprises, within the habitable districts, an area of 120,000 square miles, or 76,800,000 British statute acres. The number of the different tribes now occupying this territory, is about 70,000, exclusive of the wild tribes of the prairies. "The country, for about 100 miles west of the eastern boundary, is in general fertile, moderately elevated, and gently undulating, but not hilly, except in the south-eastern parts, where it is traversed by several ranges of hilly and elevated lands. The principal rivers are Red river, Canadian, Arkansas, Neosho, Kansas, and Platte rivers, with their tributaries. The largest of these rivers rise in the Rocky mountains, and flow east into the Missouri and the Mississippi. A considerable portion of the country is prairie, but the margins of the streams are generally covered with wood. Red river and the Arkansas are navigable at certain seasons to within the Indian territory by steamboats, and the Kansas by boats. The climate of this region is generally healthy, rather cold in the winter, in the northern part, as it is exposed to an extensive sweep of the west winds, over the vast plains, from the mountainous region; but in the southern part, the winters are mild. All the productions of the United States, of the same latitude, can be here raised; and the grass on the prairies is particularly favourable to the raising of cattle. The country contains coal, some lead and iron ore, and many saline springs, from which a great amount of salt could be manufactured. Although the Indians felt a reluctance to removal, as it was natural they should regret leaving the scenery of their childhood and the graves of their fathers, yet it will be their own fault, if they do not better their condition by their change of residence. To break up the establishments of incipient civilisation, and to commence anew, was in itself a great evil; but removed from the demoralising influence of profligate white men, they are favourably situated for carrying on the work which they had successfully begun."—*U. S. Gaz.*

The Chickasaws and the Choctaws, who were friendly tribes on the east side of the Mississippi, dwell together in the same territory in the west. Their country is bounded north by the Canadian and Arkansas rivers, east by the state of Arkansas, south by the Red river, and west by the western territory of the United States. Their territory is about 200 miles long and 150 miles broad. The Choctaws are extensively engaged in agriculture, and have good houses and well inclosed fields. They raise large quantities of Indian corn; and, in the southern part, considerable cotton. They have nine cotton gins, and several grist and saw mills erected on the Red river and other streams; and they raise large stocks of cattle, horses, sheep, and swine. They are governed by a written constitution and laws. The nation is divided into four districts, each of which elects a chief every four years. The general council consists of forty members, and assembles on the first Monday of October annually, and is chosen by the qualified voters of each district. The council passes the laws, and the chiefs have a veto power, which can be overruled by a vote of two-thirds of the council. The council chooses its speaker, clerks record the proceedings, and the speaker is addressed, and the business transacted with the customary forms of legislative proceedings. The council generally continues in session about two weeks, and the members are paid from the funds of the nation, two dollars a day. They have a large

and commodious council house. The nation is divided into judicial districts, and trial by jury and appeal to the highest judicial tribunal are instituted. There is no enforcement of the payment of debts ; but this is left to honour, which is generally observed. The military department of the nation is intrusted to a general, elected by the people, with thirty-two captains in each district. Spinning and weaving are carried on in many parts of the country ; blacksmiths are furnished by the United States, according to treaty stipulations—many of the principals, and all the assistants, belonging to the Indians. The Choctaws may be regarded as among the most intelligent of the Indian tribes ; and it is their boast, that, in war they never shed the blood of an American. They have frequently entered the military service of the United States.

The Chickasaws have settled promiscuously among the Choctaws ; and by an agreement between them, the Chickasaws have the privilege of forming a district within the Choctaw nation, governed by the same laws. They now form the fourth district, with a proportional representation in the national council. They receive their annuity separately. The American Board of Foreign Missions have five stations, four missionaries, and ten assistants among these tribes ; the Baptists have one station, the Methodists one, and the Presbyterians have four stations.

The Creeks inhabit the country bounded on the north and east by that of the Cherokees ; and south by that of the Choctaws and Chickasaws, from which it is separated by the Canadian river. Their lands are fertile, and they grow Indian corn, beans, potatoes, rice, wheat, pumpkins, melons, &c. Indian corn is their principal crop, and they supply large quantities to the garrison at Fort Gibson. They are industrious, have built for themselves comfortable houses, and have productive gardens, orchards, and well-cultivated fields. They dwell generally in towns, and cultivate their lands in common. The government of the United States has furnished them with live stock, according to treaty stipulations, consisting of cattle and hogs, from the breeding of which they will be able hereafter to supply themselves. Blacksmiths, wheelwrights, and waggon makers, are furnished by treaty. Their country is not so well watered or healthy as that of their neighbours, but it is equally productive. The north-western winds, blowing from the mountains and frozen regions over the prairies, are cold in winter, and they sometimes suffer from drought in summer. They have elected a principal chief, and are engaged in building a council house, where representatives of the whole people will meet annually to pass laws. The Baptists have, among the Creeks, two missionary stations, the Board of Foreign Missions one, and the Methodists one station.

The Seminoles are considered a part of the Creek nation, and speak the same language. They are by agreement settled among the Creeks, between the Arkansas and the Deep Fork of the Canadian river, above the Cherokee settlement. They have made some improvements, and have raised some corn ; but in general, they dislike labour. They have a blacksmith, under treaty stipulations. They are so well satisfied with their country, that they are anxious that their brethren who remain in Florida, and have been maintaining a hopeless contest with the United States, may be induced to join them. The slaves that they have been permitted to bring into the country, have occasioned great difficulty.

The country of the Cherokees, is north and east of that allotted to the Creeks. They have advanced further in civilisation than the other tribes. They have a fertile agricultural country, comfortable houses, and well-cultivated farms, producing in abundance the necessities of life ; and they raise large stocks of cattle and good horses, for which their extensive prairies afford abundant pasture and fodder. They have but few mills, as their streams, at certain seasons, fail. Salt springs exist, and salt is manufactured. The Cherokees are governed by written laws ; they elect annually members to the general council, which meets on the first Monday in October annually ; they have an upper and lower house. A speaker and clerk are elected, and the usual legislative forms are observed. Courts are held throughout the country, which is laid out in judicial districts. They have sheriffs, and other officers, and collect debts in the customary way, reserving certain property, such as a bed, a work horse, a cow, &c., from execution. They manufacture most of their own clothing, dress in the English manner, and speak the English language. They have blacksmiths, wheelwrights, and waggon makers, furnished by the United States government, and a large sum has been invested by the United States, from which they receive an annuity, the proceeds of the sale of their lands east of the Mississippi,

and applied to the improvement of their new country. The Board of Foreign Missions have five stations, four missionaries, and other assistants, making the whole number twenty-four. They have also a printing press. The United Brethren have also a mission among them.

The Osages occupy a territory north of the Cherokees. The United States have laboured, by supplying them with agricultural implements, and live stock, and erecting mills, and supplying blacksmiths, to persuade them to a settled life, and to industrious habits, which would secure in abundance, in their fertile country, the comforts of life. But they are impatient of labour and dislike agriculture, and, in general, prefer their nomade habits; and, as the buffaloes are become scarce, or have moved to the west, the Osages do not scruple to kill the cattle belonging to other tribes. A few of the Osages, however, by their industry, and the comforts which they secure, may persuade others to follow their example. They are among the least civilised of the Indians in this territory.

The Shawnees are settled the country between the Osage and Kansas rivers. They are an industrious, frugal, and agricultural people, and have good farms, producing an abundance of Indian corn, wheat, oats, and a variety of culinary vegetables; and they raise horses, cattle, and hogs. They have a blacksmith, furnished by treaty stipulation, and a grist and saw mill. The Senecas are distributed among them. The Methodists and Baptists have missionary stations among them, and the latter have a printing press.

West of the Missouri, and north of the Shawnees, are the Delawares. They resemble the Shawnees, and have Methodist and Baptist missions.

The Kansas are settled, or rather roving in the country between the Shawnees and the Delawares, and are indolent and poor.

The Pawnees, the Omahaws, and the Ottoes, inhabit the country about the Platte, and retain most of their original habits. The Baptists and Methodists have missionary stations among them.—*U. S. Gaz.*

TABLE showing the Number and Condition of the several Tribes, in the Indian Territory of the United States, east of the Rocky Mountains, November 25th, 1841.

NAMES OF TRIBES.	Number of each tribe indigenous to the country west of the Mississippi.	Number of each tribe whose removal to the west is completed.	Number of each removed and not yet completed.	Number of each remaining east, on the 25th of November, 1840.	NAMES OF TRIBES.	Number of each tribe indigenous to the country west of the Mississippi.	Number of each tribe whose removal to the west is completed.	Number of each removed and not yet completed.	Number of each remaining east, on the 25th of November, 1840.
Appachees.....	20,280				Omahas.....	1,600			
Arickarees.....	2,750				Ottowas & Chippewas	....	....	....	5,026
Arapahoes.....	3,000				Ottowas and Chippewas of the lakes....	....	....	....	2,564
Astinaboins.....	15,000				Ottowas of Maumee....	....	....	482	92
Blackfeet.....	30,000				Otoes and Missourians	1,000			
Caddoes.....	2,000				Osages.....	5,120			
Carataches.....	10,200				Pagans.....	30,000			
Cherokees.....	3,300		25,911	1,000	Pawnees.....	12,500			
Chickasaws.....	....	....	4,600	400	Peorias & Kaskaskias.	....	132		
Chippewas, Ottowas, and Pottawatomes, and Pottawatomes of Indiana.....	....	....	5,207	2,087	Piankeshaws.....	....	102		
Choctaws.....	....	....	10,177	3,323	Poncas.....	500			
Creeks.....	....	....	24,504	743	Quapaws.....	476			
Crows.....	5,000				Sacs.....	4,500			
Crows.....	7,300				Sacs of the Missouri..	500			
Delawares.....	....	826			Senecas & Shawnees..	....	211		
Eutaws.....	19,300				Senecas from Sandusky.....	....	251		
Florida Indians*.....	....	....	3,192	575	Shawnees.....	21,000	1272		
Foxes.....	1,600				Sioux.....	....		
Gros Ventres.....	16,800				Stockbridges and Mun- sers, Delawares, and Munsees.....	....	....	180	14
Iowas.....	1,500				Swan Creek & Black river Chippewas....	....	....	63	88
Kansas.....	1,600				Weas.....	....	225		
Kickapoos.....	....	583			Winnebagoes.....	....	4500		
Kioways.....	1,800				Wyandots of Ohio....	....	....		575
Mandanans.....	....			1,100	New York Indians....	....	....		4,176
Minnesas.....	2,000								
Monomones.....	....			4,000					
					Total, 342,058.	328,632	8167	79,495	25,704

* Six hundred and twenty-three Florida Indians were removed since 25th of November, 1840. Nine died on the journey.

† Destroyed by the small-pox, in 1837. The few left no longer exist as a tribe, but have become members of other bands.

IOWA TERRITORY.

THE territory of Iowa is bounded on the north by the British territory of the Hudson Bay company, east by Wisconsin territory and Illinois, from which it is separated by the Mississippi river, and a line due north from its source in Itaska lake to the British possessions; south by the state of Missouri; and west by the Missouri river to the entrance of White-earth river, and following this, north, to the British possessions. It lies between 40 deg. 30 min. and 49 deg. north latitude, and between 90 deg. and 102 deg. west longitude, and between 14 deg. and 26 deg. west longitude from Washington. It is about 600 miles long, and, at a medium, 250 miles broad, comprising about 150,000 square miles, or 96,000,000 British statute acres. To a considerable portion of this territory the Indian title has not yet been extinguished. The population, in 1840, was 43,111. Employed in agriculture, 10,469; in commerce, 355; in manufactures and trades, 1629; in mining, 217; navigating the ocean, rivers, and canals, ninety-one; learned professions, 365.

This territory is divided into eighteen counties, which, with their population, in 1840, and their capitals, were as follows:—Cedar, 1253, C. Tipton; Clayton, 1101, C. Prairie la Porte; Clinton, 821, C. Comanche; Delaware, 168, C. Delaware C. H.; Des Moines, 5577, C. Burlington; Du Buque, 3059, C. Du Buque; Henry, 3772, C. Mount Pleasant; Jackson, 1411, C. Bellevue; Jefferson, 2773, C. Fairfield; Johnson, 1491, C. Iowa City; Jones, 471, C. Edinburg; Lee, 6093, C. Fort Madison; Linn, 1373, C. Marion; Louisa, 1927, C. Wappello; Muscatine, 1942, C. Bloomington; Scott, 2140, C. Davenport; Van Buren, 6146, C. Keosauqua; Washington, 1594, C. Washington. Iowa City, on Iowa river, thirty-three miles west-north-west of Bloomington, is the capital.

Soil.—The surface of the country is undulated, without mountains or high hills. There is a district of rather elevated table land, which extends over a considerable part of the territory, dividing the waters which fall into the Mississippi from those which fall into the Missouri. The lands near the rivers and creeks, extending back from one to ten miles, are generally covered with timber, and farther back the country is an open prairie, without trees. By the frequent alternations of these two descriptions of land, the face of the country is greatly diversified. The prairies occupy nearly three-fourths of the territory, and, although they are destitute of trees, present a great variety in other respects. Some are level, and others are undulated; some are covered with a luxuriant grass, well suited for grazing; others are interspersed with hazel thickets and sassafras shrubs, and, in the latter season, decorated with beautiful flowers. The soil, both on the bottom and prairie land, is generally good, consisting of a deep black mould, intermixed in the prairies with sandy loam, and sometimes with a red clay and gravel. The cultivated productions are Indian corn, wheat, rye, oats, buckwheat, potatoes, pumpkins, melons, and all kinds of garden vegetables. The soil and climate are favourable to the cultivation of fruit. Wild crab-apples, plums, strawberries, and grapes, are abundant.

Live Stock and Agriculture.—In 1840, there were 10,794 horses and mules; 38,049 neat cattle; 15,354 sheep; 104,899 swine; poultry to the value of 16,529 dollars. There were produced 154,893 bushels of wheat; 728 bushels of barley; 216,385 bushels of oats; 3792 bushels of rye; 6212 bushels of buckwheat; 1,406,241 bushels of Indian corn; 23,039 lbs. of wool; 2132 lbs. of wax; 234,063 bushels of potatoes; 17,953 tons of hay; 313 tons of hemp and flax; 8076 lbs. of tobacco; 41,450 lbs. of sugar. The products of the dairy were valued at 23,609 dollars; of the orchard, fifty dollars; of lumber, 50,280 dollars. Value of skins and furs, 33,594 dollars.

Climate.—The climate, except on the low, marshy lands, near rivers and streams, is salubrious; the rivers are not sluggish, and their borders are more healthy than in some portions of the western country. Winter commences in December, and ends in March; the weather is variable, and sometimes severe, but less so than is common in the same latitude. Summer is not oppressively hot, and refreshing showers are frequent.

Minerals.—The great lead region of the northern part of Illinois, and the southern part of Wisconsin, crosses the Mississippi, and comprehends, in Iowa, about eighty townships, or about 2880 square miles. It borders upon the Little Makoqueta river, about twelve miles from east to west, and extends a considerable distance south, and still

further north along the Mississippi. Zinc and iron ore also abound in this region; some of the latter is magnetic. Limestone is abundant, and some beautiful marble is found.

Rivers.—The Mississippi flows along the whole eastern boundary of this territory, and is navigable, in time of high flood, for steamboats to the mouth of the St. Peter's. The latter river rises near the sources of Red river, and, after a course of 230 miles, enters the Mississippi nine miles below the falls of St. Anthony. The Des Moines river runs through the southern part of the territory, and, forming a part of its south-west boundary, falls into the Mississippi. At high flood it is navigable for steamboats 100 miles, and for keel-boats at all times. Chicaque, or Skunk river, after a course of 150 miles, enters the Mississippi. Iowa river is 300 miles long, and is navigable for steamboats twelve miles from its entrance into the Mississippi, and for keel-boats to Iowa city. Red Cedar, the main branch of the Iowa, is navigable for keel-boats, in high water, 100 miles above its junction. The Wapipinecon has a winding and rapid course 200 miles to its entrance into the Mississippi, and affords much good water power. The Makoqueta bounds the mineral region on the south, and falls into the Mississippi, furnishing, during its course, the greatest water power in the territory. Turkey river, winding for 150 miles, then falls into the Mississippi. It is not navigable. James and Sioux rivers flow into the Missouri. Red river, which rises near the head waters of the Mississippi, runs northwardly into Lake Winnipeg, and finally into Hudson's bay.

Towns.—Burlington, on the Mississippi, 1429 miles above New Orleans, is a place of much trade. Du Buque is the metropolis of the mineral region. Fort Madison, and Bloomington, and Davenport, on the Mississippi, are places of considerable business; and Iowa City, in the interior, the seat of government, is a growing place.

Trades and Manufactures.—There were, in 1840, fourteen commission houses engaged in foreign trade, with a capital of 92,300 dollars; 157 retail dry goods and other stores, with a capital of 437,550 dollars; twenty-nine persons were employed in the lumber trade, with a capital of 16,250 dollars; home-made, or family manufactures, were produced to the value of 25,966 dollars; three tanneries, with a capital of 4400 dollars; two distilleries, capital 1500 dollars; six flouring mills, thirty-seven grist mills, seventy-five saw mills, the whole employing a capital of 166,650 dollars; fourteen brick and stone, and 483 wooden houses, were built, at an expense of 135,987 dollars; four printing offices, and four weekly newspapers, employed a capital of 5700 dollars. Total capital in manufactures, 199,645 dollars.

Education.—The University of Iowa, at Mount Pleasant, in Henry county, has been chartered by the territorial legislature, under the direction of twenty-one trustees. Seven academies have been incorporated. In 1840, one academy was in operation, with twenty-five students. There were sixty-three common and primary schools, with 1500 scholars.

Religion.—The Methodists, Baptists, and Presbyterians, are the most numerous religious denominations. There are some Episcopalians, Friends, and Roman Catholics.

The chief Indian tribes of this region are the Sacs and Foxes, the Chippewas, Ottawas, and Pottawatomies. The Sioux also inhabit the north part of the territory.

In 1832, this country was purchased of the Indians, and, in 1833, the territory began to be settled by white emigrants. Since that time the population has greatly increased, towns have been built, and improvement has been rapid.—*U. S. Gaz., Official Returns.*

•MANDAN DISTRICT.

THE District of Mandan is situated between the British possessions on the north, Wisconsin territory on the east, the Indian territory on the south, of which the north fork of Platte river may be considered the boundary, and the Rocky mountains, separating it from the Oregon territory on the west. It comprises an area of about 300,000 square miles, extending about 520 miles from north to south, and 600 miles from east to west. This extensive region has been but imperfectly explored. "The surface is chiefly an elevated plain, or table land, consisting of vast prairies, on which large herds

of the bison, elk, and deer, range; and though the soil is generally light and thin; it affords abundant grass and herbage for their support, and it is undoubtedly capable of supporting an equal number of domestic cattle.* The principal rivers are the Missouri and Yellow Stone, with their numerous branches, including their sources. The largest branch of the Yellow Stone is the Big Horn, which rises in the south-west part of the territory. The source of the Missouri in this territory is about 8100 miles above its junction with the Mississippi, in about 48 deg. 30 min. north latitude. Within about three-quarters of a mile from this point are found the head waters of the north branch of Lewis's river, which flows into the Columbia river. The principal elevations east of the Rocky mountains are the Black hills, covered with shrubby cedars, which commence in the southern part of the territory, extending north-east. The most interesting feature of this region is the capacity which it affords for a pass and a road across the Rocky mountains. It appears that all the points of departure are situated in the vicinity of the Black hills, between the forty-third and the forty-fifth parallels of latitude; and that among these passes across the mountains, there is one, and probably but one, sufficiently gradual in its ascents and descents, and sufficiently open, to admit of the passage of wheel carriages, and consequently of the ready construction of a convenient and good road. This pass goes through an opening in the Black hills, at about 44 deg. 30 min. north latitude, and, keeping between these hills and Big Horn mountain, it crosses the tributaries of the Yellow Stone from the south, and finally the Yellow Stone itself. It then crosses the Missouri, or rather the three forks of that river, a short distance above their junction, from whence it pursues a south-westwardly direction, until arriving at the head waters of Bitter Root river; thence down the valley of this river to its junction with the Salmon, or Lewis's river, and thence down the valley of this last river to its junction with the Columbia. The point of departure above-mentioned is about 650 miles north-westwardly from the Council Bluffs, on the Missouri; and the direction of that river, for 300 miles, is nearly parallel with the route above described, and the Missouri would afford the means of transportation for 300 miles, from the Council Bluffs, on the route."—*U. S. Gaz.* The principal aboriginal tribes are the Pawnees, Riccarees, Crows, Blackfeet Indians, &c. They own a great number of horses, and they hunt, as equestrians, the buffalo, and transport on horses their baggage from place to place. A greater part of this region is destitute of wood; but as the rivers descend toward the east, various kinds of trees skirt their banks. The Mandan Indians, who formerly inhabited a part of this territory, were nearly all carried off by the small-pox in 1837; and those who survived have amalgamated with other tribes. To perpetuate the memory of the race, its name has been given to the district.

OREGON TERRITORY.

THE Oregon Territory comprises a great but not strictly defined region, lying between the Rocky mountains and the Pacific ocean, and drained by the Columbia river and its tributaries. The natural boundaries of this territory are—on the east, the Rocky mountains, extending about 900 miles from the 41 deg. to the 54 deg. north latitude; on the south, the Snowy mountains, extending from the Rocky mountains to Cape Mendocino, on the Pacific, in 40 deg. north latitude; on the west, the Pacific ocean, about 500 miles due north to Cape Flattery, at the entrance of the Strait of Fuca, about latitude north 48 deg.; and on the north, by a line extending from Cape Flattery about 120 miles north-east, and thence a line along the highland separating the waters of the Columbia from those of Fraser's river, to the Rocky mountains. The country thus described contains about 350,000 square miles. The United States claim the country from the 42 deg. to the 54 deg. of north latitude; while the British urge their claim to the country, as far south as the Columbia river; and both parties still occupy the country.

Configuration and Soil.—"The territory drained by the Columbia presents a constant succession of mountain ridges and valleys, or plains of small extent. The principal ridges are two in number, besides the Rocky mountains, running nearly parallel to each other and to the coast; and the country is thus divided into three great regions, which differ

materially in climate, soil, and productiveness. The first region, or low country, is that between the coast and the chain of mountains nearest to the sea; the second region is between the mountains nearest the sea and the middle ridge, called the Blue mountains; and the third region or high country, is between the Blue mountains and the Rocky mountains. All these divisions are crossed by the Columbia, the main stream of which is formed in the middle region, by the union of several branches flowing from the Rocky mountains, and receiving in their course supplies from innumerable smaller tributaries, draining the intermediate countries.

"The distance from the coast to the nearest chain is, in some places, 100 miles; in others much less. The intervening country is crossed in various directions by low ridges connected with the principal chain, some of them parallel to it, and others stretching toward the ocean. From this region the Wallamette river comes more than 200 miles, in a direction nearly due north, and enters the Columbia on its south side. The valley through which it passes is said to be the most delightful and fertile in north-western America. The climate of the region between the ocean and the first range, though not unhealthy, is not very favourable to agriculture. The summer is warm and dry. From April to October, while the westerly winds prevail, rain seldom falls in any part of Oregon; during the other months, when the south wind blows constantly, the rains are almost incessant in the lower region, though sometimes the dry season continues there longer. Further from the Pacific, the rains are less frequent and abundant; and near the Rocky mountains they are reduced to a few showers in the spring. In the valleys of the low country snow is rarely seen, and the ground is so little frozen that ploughing may generally be done during the whole winter. Most of the productions of the northern states, excepting Indian corn, succeed tolerably well. Horses and neat cattle will subsist without fodder through the winter. The second bottoms of the rivers, being above inundation, are extremely fertile, and prairies are considerably numerous and extensive. The forests on the uplands, although the soil is tolerably good, abound with such enormous trees, as almost to defy cultivation. A fir-tree growing near Astoria, on the Columbia, eight miles from the sea, was forty-six feet in circumference, ten feet from the ground, and 153 feet in length before giving off a single branch, and not less than 300 feet in its whole height. Another tree of the same species, on the banks of the Umqua, was fifty-seven feet in circumference, and 216 feet in length below its branches; and sound pines from 200 to 280 feet in height, and from twenty to forty feet in circumference, are not uncommon.

"The middle region of Oregon, between the mountains nearest the coast and the Blue mountains on the east, is more elevated and dry, and less fertile than the low country. It consists chiefly of plains, between ridges of mountains, the soil of which is generally a yellow sandy clay, covered with grass, small shrubs, and prickly pears. Timber is very scarce; the trees are of soft and useless woods, such as cotton wood, sumac, and willow, which are found only in the neighbourhood of streams.

"The climate is salubrious, the air is dry in summer, the days warm, and the nights cool. The rain begins later and ends sooner than in the lower country. This country is poorly adapted to cultivation, but is well suited to grazing, the grass being abundant in a green or dry state through the year. Horses are here reared in abundance by the Indians, some of whom own hundreds of them. The Blue mountains on the east of this region extend through the whole territory of the Columbia, though frequently broken into several ridges. These mountains are steep, with a volcanic appearance, and their highest peaks are covered with perpetual snow.

"The third and last division of Oregon lies between the Blue mountains on the west, and the Rocky mountains on the east. The southern part of this region is a desert of steep rocky mountains, deep narrow valleys, and wide plains, covered with sand and gravel. There is little snow in the valleys in the winter, but much on the mountains. It rarely rains, and no dew falls. The difference between the temperature at sunrise and at noon in summer, is often forty degrees."—*U. S. Gaz.*

Rivers.—The northern branch of the Columbia retains the name of the principal stream. It rises in the Rocky mountains, in about 54 deg. of north latitude, and flows in a southern course to latitude 52 deg., where it is joined by two other streams, one from the south along the base of the Rocky mountains, and the other rising in a gorge of that chain

in latitude 53 deg., in a small lake, which is within a few feet of another, whence the waters run into the Athabasca, one of the branches of McKenzie's river, which flows into the Arctic sea. Two hundred miles south of the junction, the Columbia receives McGillivray's river, and a little lower down Clark's river, which, at the point of union, is nearly as large as the Columbia. "The sources of Clark's river are near those of the Missouri, and the intervening ridge is not very high, allowing of an easy pass across the mountains. In its course, Clark's river spreads out into a lake, thirty-five miles long, and five or six miles broad, situated in a rich valley, surrounded by snow-clad mountains of great elevation. Just before the passage of the Columbia through the Blue mountains, Clark's river enters it; and just above its entrance are the Kettle falls in Clark's river. Thence the Columbia flows west 100 miles to its junction with the Okanagan, a large stream from the north. In latitude 46 deg. 8 min. the Columbia is joined by Lewis's river, in its great southern branch. It rises in an angle formed by the junction of the Rocky and Snowy mountains, between the 42nd deg. and 44th deg. of north latitude, near the sources of the Colorado, the Platte, the Yellow Stone, and the Missouri rivers. It thence flows along the foot of the Snowy mountains to the Blue mountains, through one ridge of which it passes near the 43rd deg. of latitude, having there the Salmon or Fishing falls. It then runs north-west to its junction with the Columbia, having received several small rivers in its course, the largest of which are Wapiticacos and Salmon rivers from the east. The Columbia, just below the junction of its two great branches, receives the Walla-walla, Falls, and other rivers from the south, and then passes the range of mountains nearest the Pacific, in latitude 46 deg. Below the mouth of the Walla-walla, and before passing the mountains, the Columbia has rapids, impassable at low water, but passable at high water, both up and down. Five miles below them are the *Dalles*, or narrows, where the river rushes through a space not more than 150 feet wide, walled in by basaltic columns on both sides; and thirty-six miles lower down are the *Cascades*, which are falls impassable at all times. The tide comes up to the foot of the Cascades, and the navigation is good for vessels not drawing more than fourteen feet water, to this point, which is 125 miles from the ocean. The Muk-nomah or Wallamette enters the Columbia from the south, about twenty miles below Fort Vancouver, and is navigable twenty-five miles to the falls. From thence the Columbia proceeds ninety miles in a north-westerly course to its entrance into the Pacific ocean."—*U. S. Gaz.*

The passes through the Rocky mountains are in this territory.

"It appears that the points of departure, on the eastern side of the mountains, within the jurisdiction of the United States, of all the passes across, are situated in the vicinity of the Black hills, and between the 43rd and 45th parallels of latitude; and that, among these passes across the mountains, there is one, and probably but one, sufficiently gradual in its ascents and descents, and sufficiently open, to admit of the passage of wheel carriages, and, consequently, of the ready construction of a convenient and good road. This pass goes through an opening in the Black hills, at about 44 deg. 30 min. north latitude; and, keeping between these hills and 'Big Horn mountain,' it crosses the tributaries of the Yellow Stone from the south, and, finally, the Yellow Stone itself. It then crosses the Missouri, or rather the three forks of that river, a short distance above their junction; from whence it pursues a south-westwardly direction, until arriving at the head waters of 'Bitter Root river;' thence down the valley of this river to its junction with the 'Salmon, or Lewis's river;' and thence down the valley of this last river to its junction with the Columbia. From these facts, then, the vicinity of the Black hills has to be attained, in order to cross the Rocky mountains from the east; and the best passage of these mountains, at present known, is the one just described. This vicinity is about 650 miles in a north-westwardly course from the position of Council Bluffs. But, from Council Bluffs, the course of the Missouri, by the latest and most authentic observations, is also north-westwardly, and, for about 300 miles, nearly parallel to the direction from the Bluffs to the Black hills. The Missouri, therefore, would afford water transportation for about 300 miles of this route."—*Report of the Sec. of War, 1842.*

Lakes.—There are many lakes in this country, some of which discharge their waters into the sources of the Columbia, and some, having no outlet, are salt.

Harbours.—The Columbia river, between Cape Disappointment or Hancock and Point

Adams at its mouth; is seven miles wide. From each of these points, a sand-bar runs into the water, and the waves of the Pacific, meeting the current of the Columbia with great violence, produce a line of breakers, which renders the navigation hazardous, when the wind is at all high. The bar at its mouth is five miles across, and the channel, in one place, only half a mile wide; with a depth of from four and a half to eight fathoms.

The rise and fall of the tides at the mouth of the Columbia is about eight feet, gradually diminishing up until you come to the mouth of the Wallamette, where little or no difference in the tides is perceptible. At present, or until the channel is buoyed out, and a light-house erected on Cape Disappointment, it is unsafe for vessels of a greater draught of water than from ten to twelve feet to attempt entering the Columbia between the months of November and April, on account of the prevalent westerly winds, which make heavy breakers on the bar.

Inhabitants.—The inhabitants of this region are the several Indian tribes, amounting, in the whole, to from 40,000 to 60,000; and there are establishments formed by the British Hudson's Bay Company, for trading with the Indians; together with a few missionary establishments from the United States. "The colony from the United States is situated on the Wallamette, a branch of the Columbia, about ninety miles from the mouth of the river, which is undoubtedly the finest grazing and wheat country in Oregon. At present (1841), it consists of about seventy families, who raise considerable grain, and have about 3000 head of cattle. The mission last year raised 1000 bushels of wheat, and made butter, cheese, &c., enough for their own use. They have 500 head of cattle, and 200 horses; and last year they sowed 400 bushels of wheat, 120 bushels of peas, and planted a large quantity of potatoes and vegetables of all descriptions. They have hogs, poultry, &c., in abundance. Last year they raised over 1500 bushels of potatoes. The extent of the country comprising the Wallamette valley is about 300 miles long, and 200 miles broad, interspersed with ravines of wood, generally of sufficient quantities for fuel and fencing. The land, in its natural state, is usually ready for the plough, and is very fertile, producing from twenty-five to forty bushels of wheat to the acre; and the climate is so mild, that the cattle subsist in the fields without fodder or shelter of any kind being prepared or provided for them through the winter. Salmon can be taken at Wallamette falls, with little trouble, from May to September, in almost any quantity."—*U. S. Gaz.*

Fort Vancouver, on the north bank of the Columbia, ninety miles from the ocean, is the principal seat of the British fur trade. It has an inclosure thirty-seven rods long, and eighteen rods wide, strongly stockaded, within which are eight substantial buildings, and many smaller ones. This place has a considerable farming establishment. There are large fertile prairies, which they occupy for tillage and pasture; and forests for fencing materials, and other purposes. In the year 1835, there were at this post 450 neat cattle; 100 horses; 200 sheep; forty goats; and 300 hogs. They have a garden of five acres, abounding with esculent vegetables; with fruits, such as peaches, apples, grapes, strawberries; and some exotics, as figs, oranges, and lemons; and various ornamental plants and flowers. There is a flour mill worked by ox power, and a saw mill, from which boards are sent even to the Sandwich Islands. There is a school here for the children of the establishment. There are shops for blacksmiths, joiners, carpenters, and a tinner. *Fort George*, or *Astoria*, is eight miles from the mouth of the Columbia; has two buildings, and a garden of two acres. *Fort Walla-walla* is on the south side of the Columbia, ten miles below the entrance of Lewis's river. On the Wallamette river, fifty-five miles above its entrance into the Columbia, is *McKay's* settlement; and twelve miles above is *Jarvis's* settlement, which contain about twenty families. They consist mostly of the retired servants of the Hudson's Bay Company, with their half-bred families, and a few Americans. *Fort Covin* is on the south side of Clark's river, below the Kettle falls, just before it enters the Columbia. Here is a considerable farming establishment. *Fort Okanogan* is at the entrance, into the Columbia, of the river of that name, 100 miles below Clark's river. The Hudson's Bay Company have also several other trading posts in this territory. The American Board of Commissioners for Foreign Missions has seven stations—viz.: 1st, *Astoria*; 2nd, *Multnomia*, or *Wallamette*. The 3rd station is on the Columbia river, 140 miles from its mouth; the river is navigable for large vessels up to this place; above this it becomes rapid and rocky. 4th, *Puget's Sound*—Here is a fine harbour, which will one day render it an important

position, in a commercial point of view; it is on the coast, 140 miles north of Columbia river. 5th, On the Wallamette, forty miles above its junction with the Columbia. There is a fall in the Wallamette at this point, supplying great water power; small craft can ascend to this place. 6th, *Clatsop*, a new station, near the mouth of the Columbia. 7th, On the Umqua river, which empties into the Pacific some 200 miles south of the Columbia.

The Americans claim the right by discovery, and, it is stated in the *U. S. Gaz.*, that "On the 7th of May, 1792, Captain Robert Gray, in the ship *Columbia*, of Boston, discovered and entered the Columbia river; to which he gave the name of his vessel. He was the first person that established the fact of the existence of this great river, and this gives to the United States the right of discovery. In 1804-5, Captains Lewis and Clark, under the direction of the government of the United States, explored the country from the mouth of the Missouri to the mouth of the Columbia; and spent the winter of 1805-6 at the mouth of the Columbia. This exploration of the River Columbia, the first ever made, constitutes another ground of the claim of the United States to the country. In 1808, the Missouri Fur Company, at St. Louis, established a trading post beyond the Rocky mountains, on the head waters of Lewis's river, the first ever formed on any of the waters of the Columbia. In 1810, the Pacific Fur Company, under John Jacob Astor, of New York, was formed; and, in 1811, they founded Astoria, at the mouth of the Columbia, as their principal trading post, and proceeded to establish others in the interior. A little later in the same year, the North West Company sent a detachment to form establishments on the Columbia; but when they arrived at the mouth of the river, they found the post occupied. In consequence of the exposure of Astoria by the war of 1813, the post was sold out to the North West Company. At the close of the war, Astoria was restored, by order of the British government, to its original founders, agreeably to the first article of the treaty of Ghent. Various attempts have been made, since the war, to renew the fur trade in Oregon. In 1821, the Hudson's Bay and North West Company, who had previously been rivals, were united, and, since that time, have greatly extended their establishments in the region of Oregon. The British and American governments have not yet been able to settle, by negotiation, their conflicting claims to the country. By the treaty for the purchase of Florida, in 1819, the boundary between the Spanish possessions and the United States was fixed in the north-west, at the 42nd deg. of north latitude, and the United States succeeded to all the title to Oregon which Spain had by right of discovery. At present, the subjects of Great Britain and of the United States exercise equally the right to occupy this country, and navigate its rivers for the purposes of trade, until the subject is disposed of by negotiation. In the mean time, the great capital, and the complete organisation of the Hudson's Bay Company, enable them to reap nearly all the advantages of the fur trade in the territory of Oregon."—*U. S. Gaz.*

CHAPTER IV.

MINERAL RICHES OF THE UNITED STATES.

NEARLY, if not all, the known minerals, have been found in the United States. Some of them in great abundance.

GOLD.—The gold region, which commences in Virginia, extends south-west through North Carolina, along the northern part of south Carolina, thence north-westwardly into Alabama, and terminates in Tennessee. In 1825, Professor Olmsted published an account of the gold region of North Carolina. It has since then been found to be far more extensive, but the richest mines are still worked in the region which he described.

He describes the soil of the gold region of North Carolina, as for the most part barren, and the inhabitants generally poor and ignorant. He observes, "that the traveller passes a day without seeing a single striking or beautiful object, either of nature or of art, to vary the tiresome monotony of forest and sand-hills, and ridges of gravelly quartz, either strewed coarsely over the ground, or as gravel. These ridges have an appearance of great natural sterility, which is, moreover, greatly aggravated by the ruinous practice of frequently burning over the forests, so as to consume all the leaves and undergrowth." The principal mines are three—the Anson mine, Read's mine, and Parker's mine.

The *Anson Mine*, situated in the county of the same name, near the waters of Richardson's creek, a branch of Rocky river, was discovered by a "gold hunter," one of a people that are now considered a distinct class. A rivulet winds from north to south between two gently sloping hills that emerge towards the south. The bed of the stream, entirely covered with gravel, is left almost naked during the dry season; the period which is usually selected by the miners for their operations. On digging from three to six feet into this bed, the workman comes to a stratum of gravel and blue clay, which is considered the repository of gold. The stream usually gives indications of the richness of the bed over which it flows, by disclosing pieces of the metal shining among its pebbles or sands. Very large pieces were found by those who first examined Anson's mine, and the highest hopes were entertained, until it was ascertained that part of the land was not held by a good title. It has since then been the subject of constant litigation, which has greatly retarded the mining operations.

Read's Mine, in Cabarras, was the first wrought, and occupies the bed of a branch of Rocky river, in a level between two hills, which rise on either side of the creek, leaving a space of between fifty to a hundred yards in breadth. This space has been thoroughly dug over. The surface of the ground, and the bed of the creek, are occupied by quartz, and by sharp angular greenstone rocks.

Large pieces of gold are found, but not frequently, in this region. Masses weighing 400, 500, and sometimes 600 pennyweights are occasionally met with, and one piece was found that weighed, in its crude state, twenty-eight pounds avoirdupois. This was dug up by a negro at Read's mine, within a few inches of the surface of the ground. The place where it was found has been thoroughly dug over without any further success.

Another mass, weighing 600 pennyweights was found on the surface of a ploughed field in the vicinity of the Yadkin, twenty miles or more north of Read's mine. Specimens of great beauty are occasionally found. Although fragments of greenstone, and of several argillaceous minerals, occur among the gravel of the gold stratum, yet the miners never find it attached to any other mineral than quartz. It is seldom attached to any substance, but found scattered promiscuously among the gravel. Its colour is generally yellow, with a reddish tinge, though the

surface is not unfrequently obscured by a partial incrustation of iron or manganese, or adhering particles of sand.

Parker's Mine is situated on a small stream, four miles south of the river Yadkin. Excavations were first made in the low grounds adjacent to the stream; but the earth containing gold was taken for washing from a ploughed field in the neighbourhood, elevated about fifty or sixty feet above the stream. The gold contained in this earth is chiefly in flakes and grains. Occasionally, however, pieces are met with that weigh 100 pennyweights, and upwards; and one mass has been discovered that weighed four pounds and eleven ounces.

Gold uncoined forms a currency in the mining districts. Almost every man carries about with him a goose-quill or two, filled with gold dust or grains, and a small pair of scales. The value is ascertained by weight.

The greatest part of the gold collected at these mines is bought up by dealers at ninety to ninety-one cents a pennyweight. They carry it for sale to Fayetteville, Cheraw, Charleston, and New York. Much of it is bought up by the jewellers; some is deposited in the banks, and a considerable quantity has been received at the mint of the United States.—(See Coinage of United States hereafter.)

VIRGINIAN GOLD.—Since the year 1827, the gold mines of Virginia have attracted considerable attention. The Virginian gold region abounds in quartz, which contains cubes of sulphuret of iron. These cubes are often partly or totally decomposed; and the cells are sometimes filled with gold. The gold is found on the surface and in the quartz, but in the greatest abundance resting upon and in the fissures of slate. The method of obtaining the metal is by filtration, or washing the earth, and by an *amalgam* of quicksilver. The average value of the earth yielding gold, is stated at twenty cents a bushel.

GEORGIAN GOLD.—Habersham and Hall counties are the chief seat of the gold mines of Georgia. Its discovery has been recent, and successful. In the Cherokee country, which was separated by the Chestetee river, the indications of gold were not great, but report exaggerated them; at one time about 5000 adventurers were engaged in digging up the face of the country. The owners of the gold soil in Habersham and Hall counties were many of them poor and destitute, and, with the exception of a few tracks, the most valuable parts were sold to speculators. Many of these districts have frequently changed owners at increased prices, and four companies are engaged in mining operations.

SILVER.—This metal and its ores are not of frequent or extensive occurrence in the United States.

QUICKSILVER, has been found native in Kentucky, and more abundantly as a sulphuret in Ohio and the Michigan territory, more particularly on the shores of Lakes Michigan, Huron, St. Clair, Detroit river, and Lake Erie, to the mouth of Vermilion river. It occurs in the form of black and red sand, but is

usually more abundant in ferruginous clay. Near the mouth of Vermilion river, it is in the form of a very fine powder, or in grains and small masses in clay. It yields about sixty per cent of mercury.

COPPER, in various forms, is found in the United States, but the ores are not much sought after, except in Maryland, where, in 1839, about forty tons of ore yielded thirty per cent of pure metal. On the shores of Lake Superior it is not so abundant as was anticipated; but specimens of copper ore have been found at different places in the Mississippi valley. Pieces of pure and malleable copper had been obtained, one of which, said to have been found in Illinois, weighed three pounds.

IRON.—Iron ores are abundant in the United States. Those hitherto worked are chiefly the magnetic oxide, brown hematite, and the argillaceous oxide, particularly bog ore. The more important ores are the following, viz.: in New Hampshire, the magnetic oxide; in Vermont, brown hematite, and bog ore; in Massachusetts, bog ore; in Rhode Island, brown hematite; in Connecticut, brown hematite and bog ore; in New York, the magnetic, specular, and argillaceous oxides; in New Jersey, the magnetic and argillaceous oxides; in Pennsylvania and the states south and west, the magnetic oxide, brown hematite, and the argillaceous oxide. Iron ores abound also in Maryland.

To these may be added the carbonate of iron, which has recently been successfully smelted, and which produces iron having the carbonaceous impregnation of steel, whence it has been called steel ore. In New York, New Jersey, and Pennsylvania, the ore is found in abundance, and of a quality not exceeded in Sweden. The Connecticut and Virginia iron is highly esteemed.—*Book of the United States*.

LEAD.—Ores of lead are extensively found in the north-west territories; and in Ohio it is said to have been met with, forming slips, or slender prismatic masses in crystallised galena. This mineral is found in various places, from the Arkansas river to the North-west territory, the precise line of the Ozark and Shawnee mountains, a tract which seems to constitute one of the most important and extensive deposits of lead hitherto known. On the Arkansas, the ore is smelted by the Osage Indians for bullets. To the northward, some mines at Prairie du Chien are imperfectly worked by the proprietors of the soil. The most important mines are those of Cape Girardeau, known as the lead mines of Missouri. This district is situated between two prominent ridges of sandstone which bound the valley of Grand river, or the basin of Motosi.

The richest lead mines in the world are asserted to be in the north-west part of the state of Illinois. The lead district comprises a tract of above 200 miles in extent, and the ore is said to be inexhaustible.

“It lies in beds or horizontal strata, varying in thickness from one inch to several feet. It yields seventy-five per cent of pure lead. For many years the Indians and hunters were accustomed to dig for the metal; they never penetrated much below the surface, but obtained great quantities of the ore, which they sold to the traders. The public attention was drawn

to this quarter, and from 1826 to 1828, the country was filled with miners, smelters, merchants, speculators, and adventurers. Vast quantities of lead were manufactured; the business was overdone, and the markets nearly destroyed. At present, the business is reviving, and there were, in 1830, 8,323,998 lbs. of lead made at the mines. The whole quantity obtained, from 1821 to 1830, 40,088,860 lbs. The principal mines are in the neighbourhood of Galena."—*Book of the United States*.

COAL.—"The different kinds of coal found in the United States, has been classed by Professor Eaton under the following heads; first, the genuine anthracite, or *glance* coal, found in the transition argillite, as at Worcester in Massachusetts, and Newport in Rhode Island; also in small quantities in the north and south range of argillites along the bed and banks of the River Hudson. Second, coal destitute of bitumen, usually called anthracite, but differing greatly in its character from the anthracite found in argillite. It may be called *anasphaltic* coal. This is embraced in slate rock, being the lowest of the lower series of secondary rocks. This coal formation is equivalent to the great coal measures of Europe. The principal localities of this coal are in the state of Pennsylvania; as at Carbondale, Lehigh, Lackawanna, and Wilkesbarre. Third, the proper bituminous coal, as at Tioga and Lycoming. This coal is embraced in a slate rock, which is the lowest of the series of upper secondary rocks. The fourth formation is the lignite coal, which is found in a very extensive stratum in the state of New Jersey, along the south shore of the Bay of Amboy.

"The anthracite of Pennsylvania is found in the Wyoming and Lackawanna valley, situated between the Blue Ridge and the Susquehanna. The coal district is chiefly occupied by mountains which run parallel to the Blue Ridge, and are 1500 feet high. But little of this surface, with the exception of a few narrow valleys, invites cultivation. These mountains are mostly in a wild state, and offer a secure retreat to cougars, wolves, bears, and other animals.

"The rocks of the above described region are of a transition class, and present little diversity. Graywacke slate occurs in abundance, loose on the surface and in ledges. It is sometimes based on old red sandstone, and surmounted by unstratified rock, and aggregate of quartz, pebbles of various dimensions, with a cement principally silicious. In the Blue Ridge, in addition to the above described rock, a silicious graywacke, resembling fine grained granular quartz, is common. It appears in some places massive, but is often slaty. Its cement is chiefly silicious; some alumine, however, is indicated in its composition.

"The beds and veins of anthracite range from north-east to south-west, and may often be traced for a considerable distance by the compass. The veins have the inclination of the adjacent strata of graywacke, with which they often alternate, usually between twenty and forty-five degrees. In a few places they are horizontal and vertical. The beds and veins of anthracite have narrow strata of dark coloured, fine grained, argillaceous schist, for the roof and floor. This slate generally contains sulphuret of iron, and disintegrates on exposure to the air. The sulphates of iron and alumine are often observed in the schist, and it frequently presents impressions of plants and sometimes of marine shells. Impure pulverulent coal is usually connected with this slate, and is said to be a good material for printers' ink.

"Anthracite has been found in the greatest quantity in sections of coal regions most accessible by water. Extensive beds and veins range from the Lehigh to the Susquehanna, crossing the head-waters of the Schuylkill and Swatara, about ten miles north-west of Blue Ridge, and it abounds contiguous to the Susquehanna and Lackawanna. But in no part of the district does anthracite occur in such apparently inexhaustible beds, or is so abundantly raised, as in the vicinity of Mauch Chunk, a village situated on the Lehigh, thirty-five miles from Easton, and 108 miles by water from Philadelphia.

"The coal is there excavated on the flat summit of a mountain that rises nearly 1500 feet above the ocean. It is of good quality, and presents beds of unparalleled extent; is disclosed for several miles on the summit, wherever excavations have been made, and is indicated in many places by a coal slate in a pulverulent state, on the surface. The mountain rises with a steep acclivity, particularly on the north-west side, and when penetrated at various altitudes, discloses coal at about the same distance from the surface. Strata of graywacke slate, containing mica, sometimes rest on the coal, parallel with the mountain side. In the deep excavations made on the summit, no termination of the coal bed has been found,

and it is not improbable that the anthracite forms the nucleus of the mountain for a considerable distance.

"This coal mountain range is described as extending in a south-west direction to the Susquehanna. To the north-east, beyond the Lehigh, it is connected with the Broad Mountain, the first considerable elevation west of the Blue Ridge. The Lehigh from Mauch Chunk to the water gap, eleven miles, winds between rocky mountains, with a brisk current, but presents no falls. The road usually runs near the stream, and sometimes at a considerable elevation above, on the side of the steep mountain. In its passage through the Kittetany, or Blue Ridge, the river has a tranquil but slightly inclined course. On the adjacent elevation, yellow pine, hemlock, and spruce, are interspersed with deciduous trees. From the water gap to the Delaware, the river pursues its course in a deep ravine, seldom with alluvial borders of much extent. In this district of country, the soil generally rests on limestone sinks, indicating caves; and fissures in the rocks are often observed, that must, in some places, render canalling difficult. From the confluence of the Lehigh with the Delaware to tide-water, the descent is 150 feet.

"The village of Mauch Chunk is situated on the western bank of the Lehigh, in a deep romantic ravine, between rocky mountains that rise in some parts precipitously to 800 or 1000 feet above the stream. Space was procured for dwellings by breaking down the adjacent rocks and filling up a part of the ravine of Mauch Chunk Creek. A portion of this stream has been transferred to an elevated railway, and is used to propel a grist-mill. Within a few years the Lehigh company have erected, and are proprietors of, a large number of dwellings and buildings of every description, including a spacious hotel, a store, furnaces, grist mills, and several saw-mills: about 800 men are employed by the company.

"Next to Mauch Chunk, Mount Carbon, or Pottsville, as it is now called, situated at the head of the Schuylkill canal, has been worked the principal anthracite coal fields. Many large veins are worked within three miles of the landing; and some have been opened seven miles to the north-east, in the direction of the Lehigh beds.

"On almost every eminence adjacent to Pottsville, indications of coal are disclosed. The veins generally run in a north-east direction, with an inclination of about forty-five degrees, and are from three to nine feet in thickness; commencing at or near the surface they penetrate to an unknown depth, and can often be traced on hills to a considerable distance, by sounding in a north-east or south-west direction. Some veins have been wrought to the depth of two hundred feet without the necessity of draining; the inclined slate roof shielding them from water.

"Where the ground admits, it is considered the best mode of working veins, to commence at the back of a coal eminence, or as low as possible, and work up, filling the excavation with slate and fine coal, leaving a horizontal passage for the coal barrows. A section of a wide vein near Pottsville has been wrought by this mode several hundred feet into the hill. The same vein is explored from parts of the summit by vertical and inclined shafts. The coal and slate are raised by horse-power, in waggons, by a railway that has the inclination of the vein.

"The western part of Pennsylvania is abundantly supplied with bituminous coal, as the eastern is with anthracite. It is found on the rivers Conemaugh, Alleghany, and Monongahela, and in numerous places to the west of the Alleghany ridge, which is generally its eastern boundary; it occurs on this mountain at a considerable elevation and elsewhere, in nearly a horizontal position, alternating with gray sand-stone, that is often micaceous and bordered by argillaceous schist. The veins are generally narrow, rarely over six feet in width. This mineral is abundant, and of good quality near Pittsburg, where it is valuable for their extensive manufactures. Beds of bituminous coal are reported as occurring in Bedford county, in the north-west part of Luzerne, and in Bradford county. In the last county, nine miles from the Susquehanna, there is an extensive bed of coal, regarded as bituminous. It has been penetrated thirty feet without fathoming the depth of the strata.

"Bituminous coal is abundant in Tioga county, New York. The summit level is forty-four feet above the river, and upwards of 400 feet above the lake. It occurs on the Tioga, and on the Chemung, a branch of that river. Bituminous coal exists on the nu-

merous streams that descend the western side of the extensive peninsula, situated between the north and west branches of the Susquehanna.

"The appearance of the Tiaga, or bituminous coal, differs but little from the best Liverpool or Newcastle coal. Its colour is velvet black, with a slight resinous lustre, its structure is slaty or foliated, and its layers, as in the best English coal, divided in prismatic solids, with bases slightly rhomboidal; it is easily frangible, and slightly soils the finger. It burns with a bright flame and considerable smoke, with a slight bituminous smell, a sort of ebullition taking place, and, as the heat increases, an appearance of semi-fusion, leaving a slight residue or scoria."—*Book of the United States.—Various authorities.*

The coal region of Mandan is at present one of the unproductive districts. It is generally bituminous, and lies chiefly in Alleghany county. "The expense already incurred in providing means for bringing it to market, by opening a canal from the Potomac river, at Georgetown in the District of Columbia, denominated the Chesapeake and Ohio canal, having exceeded the estimates of engineers previously employed in the service; and a yet further heavy expense to complete it to the coal beds being ascertained to be necessary before a profit can be realised, have placed the prospects of the party prosecuting very far in the background; at such a distance that, under existing circumstances, it is quite uncertain when this work of internal improvement will be completed. The distance yet to be opened is about fifty miles; and unfortunately, being the western terminus, the site is more than ordinarily broken, rocky, and even mountainous. That which is denominated the Frostburg Coal basin, is particularly noticed by Professor Ducatel, the state geologist, and his remarks in reference thereto, shows in part the character of the region to which it is intended the canal shall extend. This basin is forty miles in length, and five miles in width, and contains 86,847 acres; which, at 4840 square yards to the acre, and fifteen yards in depth, as it is known the bed of coal is, gives 6,305,137,287 cubic yards: and as one ton of coal occupies by estimation, one cubic yard, there is, in the basin named, the number of tons of coal as expressed by the aforesaid figures."—*Hunt's Magazine.*

"Kannel coal is said to have been discovered in Kentucky.

"*Graphite or Plumbago*, commonly, but improperly called black lead, occurs extensively in primitive and transition rocks; from that which is obtained in New York excellent pencils have been made. There are also numerous localities of Petroleum, or mineral oil. It usually floats on the surface of springs, which in many cases are known to be in the vicinity of coal. It is sometimes called Seneca or Genessee oil. In Kentucky it occurs on a spring of water in a state sufficiently liquid to burn in a lamp; it is collected in considerable quantities.

"Salt appears to be abundant in the United States, but it has not been found as rock salt. It is principally obtained from springs. The brine contains, besides the muriate of soda, a considerable proportion of muriate of lime and magnesia. "Recently bromine has also been detected in the brine of salina, by Dr. Silliman. *Saltpetre* is abundant in the west, being found in numberless caves along the Missouri; and the shores of the Arkansas are almost covered with nitre. The testimony of Mr. Schoolcraft, in relation to the recent formation of quartz crystals is very striking. They have been found, it appears, upon the handle of a spade, and the edge of some old shoes, which had been left for some years in an abandoned lead mine of the Shawnee mountains. Crystals of great beauty and dimensions have been found in numerous localities."—*Book of the United States, &c.*

PRODUCE OF THE MINES OF THE UNITED STATES.

1. *Iron*.—This metal was first produced in the province of Virginia, during the year 1715. In Scrivenor's "History of the Iron Trade," speaking of the colonies, a writer of that period says, "that they," the colonies, "have iron-stone all along the continent, from the southernmost part of Carolina to the northernmost part of New England, in great plenty, and no part of the world abounds more with prodigious quantities of wood, nor with more rivers and streams;" and he adds, "Had we a full supply of it from our plantations, we might not only ballast our ships with it, but export great quantities to those countries, and even to Africa and India." This view of the colonial trade in iron was regarded in a very different light by the proprietors of British iron works, who viewed

them with jealousy, as the formidable rival of their own establishments, and opposed all those measures that were calculated to favour the production of iron in the colonies of America. In 1719, a bill was introduced into parliament, one of the most prominent features of which was, that "none of the plantations should manufacture iron wares of any kind, out of any sows, pigs, or bars, whatsoever, under certain penalties;"* and to this another clause was added by the house of peers, establishing that "no forge, going by water, or other work whatsoever, should be erected in any of the plantations, for making sows, pigs, or cast-iron into rod or bar-iron." The necessary consequence of this policy must have been to drive away every forge from the infant colonies of the country, and to blow out the fire and manacle the hands of every smith, by prohibiting him from making a bolt, a spike, or a nail. A great controversy existed during the period of 1737, upon the propriety of allowing the exportation of iron from the British American colonies to the parent country, and on that question there sprung up two powerful and opposing parties.

These were first the merchants on the one side, who were favourable to the importation of iron, as well as hemp from the colonies, upon the ground that they were two articles of very great importance to the navy and mercantile shipping of the British empire; and to obtain which, they presented to parliament very urgent petitions for this object. The other party consisted of the proprietors of the English iron works, and the owners of English woodlands. It was maintained by the merchants that, inasmuch as the importation of iron into England was of great amount, and introduced from Sweden and Russia, the principal part being paid for in money, and since the iron of the British colonies was equal in quality to the foreign iron, good policy should warrant the importation into England of American iron, as the price could be paid in British manufactures required in the colonies; and, moreover, from the enhanced price of cord wood, in consequence of the amount required in refining iron stone, the importation of more pig-iron from America would enable them to make more bar-iron in England. It was also maintained that the most direct mode of preventing the manufactures of the American colonies from interfering with those of England, was the granting to us encouragement to produce rough materials like that of the coarser species of iron. It was proposed that, in order to further the policy last named, an additional duty should be laid on all foreign bar-iron imported, and to repeal those which existed on the importation of iron from the American colonies. The policy of the merchants at length prevailed, and in the year 1750, an act was passed, a prominent clause of which was, "that pig-iron made in the British colonies in America, may be imported duty free, and bar-iron into the port of London; no bar-iron so imported to be carried coastwise, or to be landed at any other port, except for the use of His Majesty's dock-yards, and not to be carried beyond ten miles from London." A clause was, however, inserted in the same bill, prohibiting the manufacture of iron in the colonies. A long series of petitions and remonstrances soon sprung from this legislation, on the part of the merchants, as also the proprietors of the woodlands and the iron foundries; the one side claiming that the tendency of that measure would be a very great injury to the interests of the producers of this article, and to that of the kingdom, and the other advocating the probable existence of directly opposite consequences. The result of these several petitions and remonstrances, was a report to the house of commons, of a committee that was appointed to prepare a bill, maintaining that the importation of bar-iron from the British colonies in America, into the port of London, should be extended to all the other ports of Great Britain, and that so much of that act as related to this cause, should be repealed, which was done in a subsequent act of 1765, permitting the American colonies to export their iron also to Ireland. Such were the prominent features of the legislation of the British government respecting the colonial iron trade. The occurrence of the revolution, in 1775, severed our colonial dependence upon the mother country, and for ever terminated the legislation of the crown over the colonial products.—Iron Trade of the United States in *Merchants' Magazine*.

Iron works which had been created during the revolutionary war, afterwards languished. In 1810 we have the earliest authentic accounts of the quantity of iron produced in the United States; when, according to Adam Seybert, who collects from official documents, from 153 furnaces, were made 58,908 tons of pig-iron; from 330 forges were

* See Scrivenor's "History of the Iron Trade."

made 24,541 tons of bar-iron; from 410 naileries, were made 15,727,914 lbs. of nails; and there were 316 trip hammers, and thirty-four rolling and slitting-mills, which required 6500 tons of iron; and the total value of the manufactures of iron was 14,364,526 dollars; and 19,000 muskets were annually made at the two public armories of Springfield and Harper's Ferry. In this stage of its manufacture, the elevation given to the price, by the restrictive legislation, operated onerously on the consumer, and tended to repress industry, and diminish consumption. The duty was:

	In 1818.		In 1824.		In 1828.	
	dls.	cts.	dls.	cts.	dls.	cts.
On bar-iron, rolled, per ton . . .	30	00	30	00	37	00
hammered do. . .	15	00	18	00	22	40
On pig-iron	10	00	10	00	12	50

but even, under this high protection, the production did not exceed in twenty years 191,536 tons of pig-iron, from 239 furnaces, according to the statement of the committee appointed to report on iron, by Congress, in 1830. There were then made 112,866 tons of bar-iron, and 25,520 tons of castings; in the manufacture of which, 25,254 men were employed.

While the war of 1812 was pending, an extraordinary impulse was given to the production of iron, as well as some other branches of domestic industry, from the stoppage nearly altogether of foreign trade; the capital which had been employed in other adventures, was directed to home production; workshops, mills, and machinery sprang up, and foreign artisans were encouraged to settle in various parts of the country. According to the returns of the marshals, the quantity of bar-iron produced, in 1810, was 24,471 tons, which were then valued at 2,640,778 dollars; of which quantity, 10,969 tons were yielded in the single state of Pennsylvania.* Ores of iron had been at that period discovered in most of the states of the union, and mines having been worked in the states of New Hampshire, Vermont, Rhode Island, Connecticut, New Jersey, Pennsylvania, Virginia, and North Carolina.

"The state of Massachusetts had at that time an extensive establishment for the manufacture of arms, New Hampshire iron works sufficient for the consumption of the state, and Vermont possessed forges, furnaces, and slitting mills which yielded many tons of bar-iron. In Rhode Island, there had been early established a slitting mill, three anchor forges, and machines for cutting nails; while the state of New York possessed many forges, furnaces, and bloomeries; Connecticut contributed its hollow iron ware, nails, tinned plates, and iron ware, and its modicum of fire-arms; and New Jersey its bar-iron and nail-roads, hollow ware and castings. Pennsylvania also exhibited extensive manufactures of iron, slitting-mills, and foundries, and its manufacture of steam-engines; and Delaware, Maryland, Virginia, Ohio, Indiana, Kentucky, Tennessee, North Carolina, and South Carolina had already begun to lay the foundation of extensive iron manufactures.

"Prior to the establishment of the tariff of 1828 however, a committee was appointed by congress to examine and to exhibit the facts connected with our domestic manufactures, and particular evidence was adduced upon the subject of iron. In 1828, it appears, there were at that time manufactured in that state 21,800 tons of bar-iron, and 47,075 tons of cast metal, of which 37,200 tons were used in making bar-iron, and 14,365 tons of castings—100 tons of iron being converted into nails. It was also stated, that at that time, there were 3000 tons of bar-iron manufactured in the neighbourhood of Lake Champlain. It was alleged, that in the state of New York there were, within a circle of thirty miles in diameter, eighty-one forge fires in use, each forge having two fires and one hammer; that the capital invested in 110 forge fires in operation, was 1,210,000 dollars, each fire capable of producing from twenty-five to thirty-five tons per annum, employing 5720 hands; and that in the counties of Morris, Bergen, and Sussex, in New Jersey, there were manufactured 2050 tons. Such was the substance of the evidence elicited by the official investigation of 1828, and resulting in the augmentation of the protective duties of the country.

"In 1830, the iron manufacturers of Philadelphia petitioned the senate and house of representatives, praying—1st. That all the existing duties on pig-iron, scraps, boiler plates, and all other iron in loops, slabs, blooms, or any other state but manufactured and

* See Pitkin's Statistics of the United States.

bar-iron, be abolished or repealed, and the importation on the same be admitted free of duty. 2nd. That all bar-iron manufactured by hammering, be admitted, subject to the duty of April 27, 1816, on its importation, to wit, at the rate of forty-five cents per cwt. 3rd. That all descriptions of iron manufactured by rolling, including bar, bolt, rod, sheet, and hoop, of every size and quality, be admitted subject to a duty not exceeding that now imposed on the importation of hardware, namely, twenty-five per cent. 4th. That wire of iron or steel, of all sizes and numbers, be admitted subject to the same duty as the manufactures of wire now are on their importation, namely, twenty-five per cent. 5th. That the duty now imposed on railroad iron, when purchased in the United States, be remitted, or a drawback of the existing duty be allowed thereon, on all sums exceeding fifty dollars. And lastly, that the existing duties on steel be abolished or repealed, and the importation of the same admitted free of duty. Opposed to the advocates of a change of the tariff, a delegation from several states of the Union, entitled the friends of domestic industry, assembled in convention at New York, maintaining in their address to the people of the country, the right of Congress to impose duties for protection of domestic manufactures as well as for revenue. A committee consisting moreover of members from Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania and Maryland, were appointed to draft a report upon the production and manufacture of iron and steel in the United States, a document which contained much valuable matter, collected with great care.

"The subjoined tables exhibit the result of their investigations upon the subject :

S T A T E S.	1828			1829			1830		
	Furnaces	Pig-iron	Castings.	Furnaces	Pig-iron.	Castings	Furnaces	Pig-iron	Castings.
	No.	tons.	tons	No.	tons	tons.	No.	tons.	tons
Pennsylvania	44	24,822	3,693	44	27,425	4,564	45	31,056	5,506
New Jersey	11	1,733	6,264	11	1,941	8,008	10	1,671	5,615
Maryland	5	2,247	483	5	1,715	1,065	6	3,164	1,459
Virginia	2	408	50	2	702	72	2	538	43
Ohio .....	..	..	..	..	..	..	7	8,400	250
Delaware	1	10	30	1	450	350	1	450	350
Missouri .....	..	..	..	..	..	..	2	590	250
Total	63	29,652	10,840	63	32,233	12,049	73	42,888	11,273

"In addition to the seventy-three furnaces mentioned in the preceding table, from which detailed returns had been received, the committee had information of 129 furnaces, in the states of Pennsylvania, New York, Vermont, Massachusetts, Connecticut, Tennessee, New Hampshire, Virginia, and Ohio, in actual operation, but from them had then received no returns. Taking the production of the seventy-three furnaces, from which returns have been received, as the rate for estimating the whole, and the following would be the result:

YEARS.	Furnaces	Pig-iron.	Castings	TOTAL.
	No	tons.	tons.	tons.
1828	192	90,368	33,036	123,404
1829	191	98,234	30,720	128,954
1830	202	118,020	36,728	154,748

"But as the greater part of the furnaces, not included in the returns, are situated in districts where but few castings are made, the committee have not felt authorised to estimate the quantity of castings made at them at more than about five per cent of their entire production, which would give the following proportions and result:

YEARS.	Furnaces.	Pig-iron	Castings.	TOTAL.
	No.	tons	tons.	tons.
1828	192	108,564	14,840	123,404
1829	191	118,404	16,549	134,954
1830	202	137,075	18,373	155,448

"From the best information the committee have been able to collect on this subject, they estimate, that of the pig-iron made in these years, about 10,000 tons per annum

have, upon an average, been converted in the air furnaces and cupolas into castings, leaving to be manufactured into bar-iron—

In 1828, of pig-iron, 98,564 tons, making of bars 70,403 tons.

1829 " 108,405 " 77,432 "

1830 " 127,075 " 90,768 "

"And which quantities severally correspond with remarkable proportional accuracy with the returns from 132 forges, which accompanied the returns from the seventy-three furnaces first mentioned.

"In East Jersey, is a part of Connecticut, in a large district of New York, and in Vermont, bar-iron is extensively made by the process technically denominated 'blooming,' or by a single operation from the ore, without the intervention of the blast-furnace

"The returns already received, justify the committee in putting down this description of bar-iron, for the year 1828, at 5341 tons; 1829, 5654 tons; 1830, 5853 tons; of which 2197 tons in East Jersey—making a total of bar-iron for 1828, of 75,744 tons; 1829, 83,086 tons; 1830, 96,621 tons; and the entire quantity of iron, in its first stage, as shown in the following table:

DESCRIPTION OF IRON.	1828	1829	1830
	tons.	tons.	tons.
Pig-iron	108,564	118,405	137,075
Castings from blast furnaces.....	14,840	16,549	18,273
Bloomed bar-iron, for the years respectively, reduced to pig-iron, at 28 cwt. to the ton of bars.....	7,477	7,916	8,104
Total iron in pigs and castings....	130,881	142,870	163,542

Steel.—As the manufactures of steel is intimately connected with that of iron, it may be important to state that the report on that subject, made at the same time, exhibits the number of steel furnaces then existing in the United States, to have been fourteen, and established in the following places, namely, two at Pittsburg, one in Baltimore, in Philadelphia three, in New York three, in York county, Pennsylvania, one, in Troy one, in New Jersey two, and in Boston one, all capable of producing annually 1600 tons.

England, however, continues to supply the United States with the superior qualities of steel, viz.:

1. Blister-steel, from iron of the Danamora mines, in Sweden. 2. Sheer-steel, of the same origin. 3. Cast-steel.

It is estimated that the average annual quantity of hammered iron that was imported into the United States, from the year 1821 to 1830, was about 26,200 tons, besides 5600 tons of rolled iron; in all 31,800 tons, which were valued at 1,762,000 dollars.

GENERAL recapitulation of the Iron business in 1830.

	By the report.	Supplementary returns.	TOTAL.
Bar-iron made in the United States.....tons.	96,621	16,245	112,866
Pig-iron, the whole quantity made being computed as such, do.	164,543	27,904	191,537
Value .....	.....	.....	13,320,760
Men employed	24,079	.....	29,254
Persons subsisted..... do.	121,805	.....	146,273
Annual wages..... dollars	7,493,700	.....	8,776,420
Paid for food furnished by farmers	3,415,850	.....	4,000,490

The following statement may be useful in making comparisons, and is therefore added:

THE IMPORTATIONS of Manufactures of Iron and Steel in 1830, were:—

dollars.		dollars.	
Side-arms and fire arms, other than muskets and rifles	179,153	Cables and Chains and parts thereof lbs. 548,628 25,886	
Drawing knives, axes, adzes, and socket chisels	29,207	Mill cranks and mill iron, wrought. 2,781 200	
Bridle bits of every description	62,271	Mill saw	4,395 12,372
Stoolyards, scale beams, and vices	30,899	Anchors	22,672 1,121
Cutting knives, sickles, scythes, reaping hooks, spades, and shovels	95,004	Anvils	677,246 31,349
Screws, weighing 34 lbs. or upwards.....	17	Hammers and sledges	75,516 3,606
Wood screws	66,817	Castings	1,137,236 38,086
Other articles not specified	2,908,978	Brasiers' rods.....	218,428 5,945
Musket	25,142	Nails and spike rods.....	32,848 784
Rifles	88	Sheets and hoop	2,326,796 59,822
Iron and steel wire..... lbs. 592,733	59,445	Slit or rolled for band, scroll, or castment rods.....	2,845 81
Tacks, brads, and springs.....	2,799	In pigs..... cwt. 23,439	25,644
Nails	613,784	Bar and bolt rolled	128,981 226,348
Spikes	37,873	Hammered	60,783,948 1,780,376
		Steel..... cwt. 24,472	591,957

"Nearly all the iron, with its manufactures imported, was received from England, except the hammered bar and bolt iron, of which 21,912,702 lbs. were from Russia, 45,206,062 lbs. from Norway and Sweden, 984,399 lbs. from England, leaving less than a million of pounds for all other places.

"The tariff regulating the import of iron remained in the same condition until 1832, when the act was passed on the 14th of July of that year, providing a more fixed policy upon the subject, an act, the duties levied by which, brings us down to the year 1841.

"By the operation of this tariff, the duty on English bars was gradually reduced from thirty dollars per ton, in 1832, to twenty-seven dollars in 1834, twenty-four dollars in 1836, twenty-one dollars in 1838, eighteen dollars in 1840, fourteen dollars in the first six months of 1842; and, finally, to seven dollars fifty cents per ton, in July and August of 1842, and on other kinds in similar proportion."

STATEMENT exhibiting the State of the Iron Mines and Iron Trade of the United States in 1840.

	dollars. cts.		dollars. cts.
There were, in 1840, in the United States, 460 furnaces, producing 347,700 tons of cast-iron, one quarter of which was made into hollow ware, stove plates, plough castings, machinery, and such forms, which, when so made, was worth	5,738,080 00	employed in producing the above iron, including miners of iron, is 30,497. To this number may be added miners of coal, and limestone, wood choppers, and charcoal colliers, carriers and carters, builders and millwrights, and other incidental workmen, which will probably increase it to 42,701; and, at this number, each workman will receive one dollar per day, which is believed not far from the truth. It will be remembered that all the work in manufacturing iron, and incidental thereto, is heavy, and requires the strength and physical power of men; consequently women and children are excluded from this employment, and most of the men have large families. It may be assumed, without extravagance, that, as an average, each man has a woman and three children depending upon him for support. It is true that some have no families, but others have a dozen children, enough to verify the above supposition. Allowing this supposition, the whole number of persons sustained by the labour on and incidental to the manufacture of iron, including men, women, and children, is 212,565. Allowing each of these persons to consume each day 12½ cents worth of agricultural products, and the whole amount consumed in 365 days, is.....	9,741,166 00
The remaining pig-iron was converted into wrought iron, and is merged in the 197,233 tons mentioned below.		According to the census, the capital employed in manufacturing the above iron is a little less than the amount of the product, which is what might be inferred by every man of practical experience, to wit	20,432,131 00
According to the same authority, there are 797 bloomeries, forges, and rolling mills, which produce 197,233 tons of bar, rod, hoop, sheet, and other wrought iron, which is worth in market eighty-five dollars per ton.....	16,761,805 00	It is believed, from facts and data ascertained and admitted, that there are in the United States about 460 blast furnaces, and that the average yield of each is 772 tons per annum, (this is the ascertained average of seventy-three furnaces,) making an aggregate of 347,400 tons worth in market thirty dollars per ton.....	10,422,000 00
According to the report of the secretary of the treasury for 1840, there were 5515 tons of pig-iron imported in that year, which was converted into forms at an average expense of fifty dollars per ton	275,750 00	It is believed that one-fourth of this quantity (to wit, 86,880 tons) is converted into forms, such as hollow ware, machinery, plough castings, stove plates, and other articles of use made of cast-iron, and, when so converted, is worth, on an average, in addition to the worth of the pig-iron, fifty dollars per ton	4,342,500 00
The whole value of iron made in the United States in 1840	22,778,635 00	In addition to the 86,880 tons above mentioned, there were imported into the United States, according to the report of the secretary of the treasury, for 1840, 5515 tons of pig-iron, which was also converted into forms, and was worth, when so converted, fifty dollars per ton more than pig-iron.....	275,750 00
The labour bestowed on the manufacture of a ton of pig-iron varies in different locations. It depends on the convenience of contiguity to each other of the various materials required. It will average, including mining, coaling, hauling, transportation, and all other charges, 30 dollars per ton, which on 71,726 tons, as above mentioned, which are used for casting forms.....	1,434,520 00	There are 793 bloomeries, forges, and rolling mills, in the United States.	
Labour bestowed in converting 71,726 tons of pig-iron made in the United States, as per foregoing statement, into cast forms, such as hollow ware, machinery, stove plates, plough castings, and other articles of use made of cast-iron, including labour in mining, and procuring fuel and all other things necessary, will average at least 30 dollars per ton.....	2,151,780 00	The remaining three-fourths of the 347,400 tons of pig-iron made in the United States as shown above, that is not remelted and	
Labour bestowed in converting 5515 tons of pig-iron imported in the United States, calculated as in the last-foregoing article, at 30 dollars per ton.....	165,450 00		
Labour bestowed in making wrought iron, in procuring the materials and consolidating them, varies even more than in pig-iron, because the materials are more numerous and are liable to be further asunder, and the description of iron is more diverse. If, however, the mineral coal used is the product of the United States, all the labour, including smelting, mining, coaling, hauling, transportation, and all other incidental and necessary charges for labour, will average at least 60 dollars per ton, which, on 197,233 tons, as set forth in the census, amount to.....	11,833,980 00		
Whole expense of labour bestowed annually in making iron in the United States.....	15,865,730 00		
According to the census, the number of men			

(continued)

	dollars.	cts.		dollars.	cts.
cast into forms, to wit, 260,550 tons, is converted (allowing 20 per cent for waste) into 208,440 tons of bar, rod, hoop, sheet, and other wrought iron, by puddling and refining, which is worth in market eighty-five dollars per ton.....	17,177,400		Labour bestowed in blooming 11,774 tons of wrought iron, including coaling, hauling, transporting to market, and all the incidental and necessary charges, as set forth in the foregoing article, will average sixty dollars per ton	706,440	00
From which deduct for 260,550 tons of pig-iron, reckoned in first item above at thirty dollars per ton	7,816,500		Whole amount paid for labour, annually, for the manufacture of iron in the United States.....	18,763,980	00
To the wrought iron mentioned in the foregoing article may be added 11,774 tons of bloomed iron, worth in market seventy dollars per ton	824,180	00	It is believed that the number of men employed in manufacturing the above iron, including miners of iron, of coal, and of limestone, wood-choppers and charcoal colliers, carriers and carters, builders and millwrights, and other incidental workmen, is 51,405; this number will each receive 365 dollars per year. It will be remembered that all the work in manufacturing iron, and incidental thereto, is heavy, and requires the strength and physical power of men; consequently, women and children are excluded from this employment, and most of the men have large families. It may be assumed, without extravagance, that, as an average, each man has a woman and three children depending on him for support. It is true that some have no families; but others have a dozen children—enough to verify the above assumption. Allowing this supposition, the whole number of persons sustained by the labour on, and incidental to, the manufacture of iron, including men, women, and children, is 257,025. Allowing each of these persons to consume, each day, the worth of 124 cents of agricultural products, and the whole amount consumed in 365 days is...	11,726,768	00
Whole value of wrought and cast-iron in market, made in the United States in 1840	28,765,330	00	This falls a little short of the facts actually ascertained at several establishments, owing principally to grain and forage fed to horses and cattle employed in the business		
The labour bestowed on the manufacture of a ton of pig-iron varies in different locations. It depends on the convenience and contiguity to each other of the various materials required. It will average, including mining, coaling, hauling, transportation to market, and all other charges, twenty dollars per ton, which, on 247,400 tons, assumed as the manufacture of the United States, is.....	6,948,000	00	It is ascertained that the capital employed in the manufacture of iron at several establishments is a little less than the amount of the annual product of those establishments; and it is believed that this rule will hold true throughout the country, if we exclude the value of the large quantities of woodland held in connexion with many of the furnaces and bloomeries. The capital employed will therefore amount, according to this rule, to about	22,500,000	00
Labour bestowed in converting 86,850 tons of pig-iron, made in the United States, as shown in the foregoing statement, into cast forms, such as hollow ware, machinery, stove plates, plough castings, and other articles of use made of cast-iron, including labour in mining and procuring fuel, and all other things necessary, will average at least thirty dollars per ton....	2,605,500	00			
Labour bestowed in converting 5515 tons of pig-iron, imported into the United States, calculated, as in the last foregoing article, at thirty dollars per ton	165,450	00			
Labour bestowed in converting pig into wrought iron, in procuring the materials and consolidating them, varies even more than in making pig iron, because the materials are liable to be further asunder, and the descriptions of iron are more diverse. If, however, the mineral coal used is the product of the United States, all the labour, including mining and procuring fuel, hauling, transportation, and all other incidental and necessary charges for labour, will average at least forty dollars per ton, which, on 208,440 tons, as set forth above, amounts to	8,337,600	00			

"The iron district, which spreads through New Jersey, Pennsylvania, Maryland, and Western Virginia, traverses regions exuberant with coal, and abounding in water-power; and, travelling further west, we find in Ohio, Kentucky, and particularly in Missouri, immense stores of metalliferous wealth, adjacent to the most fertile agricultural districts. It is, to Pennsylvania, however, we must chiefly direct our attention, where two-fifths of all the iron in the United States is made. The United States contain 80,000 square miles of coal, which is about sixteen times as great as the coal measures of Europe. A single one of these gigantic masses runs from Pennsylvania to Alabama, and must embrace, itself, 50,000 square miles. Out of fifty-four counties of Pennsylvania, no less than thirty have coal and iron in them; and out of the 46,000 square miles of Pennsylvania, which form its superficies, there are 10,000 miles of coal and iron; while all Great Britain and Ireland have only 2000; so that Pennsylvania, alone, has an area of coal and iron five times as great as that of Great Britain. The quality of the coal and iron is as rich as that of Great Britain, and they have the advantage of lying near the water level; while those of the latter country are sometimes more than 1000 feet below the surface, and are excavated through subterranean passages.

"The coal frontiers, forming an amphitheatre, intersected at intervals with streams of water, are accessible through ravines, to which they converge; thus inviting the labour of the miner, by the facility of access and transportation. The coal of Wyoming lies conveniently for the supply of the lake frontier, and the whole of the northern part of New York; and the Lehigh, Schuylkill, Wilkesbarre, and Cumberland coal-fields, for the

supply of the Atlantic border, and the domestic and manufacturing purposes of the interior.

"Mr. W. Lyman first put in successful operation, at Pottsville, Pennsylvania, in 1839, a furnace for smelting iron by anthracite coal and the hot blast. In 1840, Messrs. Biddle, Chambers, and Co. erected extensive works in Dansville, Pennsylvania, on the same principle, and Messrs. Reeves and Whitaker changed their furnace, at Phoenixville, Pennsylvania, from the use of charcoal to anthracite coal.

"Mr. Lyman's furnace yielded thirty-five tons of cast iron per week, but Mr. Thomas, the agent of Mr. Crane, superintended some works, erected about the same time by the Lehigh Coal Company, at Allentown, Pennsylvania, called 'Crane Works,' from which were obtained, when first in blast, sixty tons per week; and now, in that state, seventeen furnaces, employing anthracite coal and hot blast, producing 47,000 tons per annum. In that state, anthracite coal is always used in smelting with hot air, and in puddling, in most instances, the process undertaken is the ignited gas, on the principle of Detnold's patent, obtained in England. In Maryland, bituminous coal is used in puddling, in New York, charcoal—the 'black diamond' not being one of the constituents of the mineral wealth of the empire state. And west of the Alleghany ridge we find only the bituminous formation, except in the Cumberland region.

"At Brady's Bend Iron Works, are two blast furnaces, capable of producing 5000 tons cast iron per annum, each; a rolling-mill, which has twelve puddling furnaces, from the whole of which could be obtained 8500 tons iron per annum; one scrap, and three balling furnaces, for merchant mill, or finishing rolls; and a nail factory, capable of manufacturing three tons per day, of assorted nails; besides works for sheet and boiler plate, &c.; and the manager of these works, P. Raymond, Esq., solicits orders for the heavy H, T, and V rails, at even lower rates, it is stated by Niles's Register, than the Mount Savage Works. At these latter works, situated in Maryland, at the foot of Mount Savage, nine miles from Cumberland, is erected a rolling-mill, calculated to produce weekly 150 tons iron, including boiler, plate, sheet, hoop, band, and railroad iron, where the heavy edge rail is offered to be made for fifty-nine dollars to sixty dollars per ton.

"In New Jersey, are twelve furnaces, yielding 12,000 tons pig-iron per annum; and in Bergen and Morris counties sixty-five forges, which make annually 3000 tons bloomery bar iron; and this last description of iron, which is made by a single operation from the ore, without the intervention of the blast furnace, technically called 'blooming,' is prosecuted to some extent in Connecticut, Vermont, New York, and Pennsylvania, as well as East Jersey. New Jersey obtains her coal by the Morris canal, from Pennsylvania, and supplies even that state with pig-iron, reduced from her rich ores. In New York, in Clinton county, the legislature has determined on constructing a prison where convict labour may be employed in manufacturing iron in the Catalan forge; and the heat, which has heretofore been suffered to escape, is now availed of, by a system of conduction, to generate steam, which drives the trip-hammers while melting the ore. As this operation is performed at the mouth of the mine, without the cost of transportation of the ore and coal to a distant water-power, the preparation and conversion of the ore, through the various stages of manufacture, can be conducted, by the convicts in the prison-yard, at a very reduced cost.

"In 1810, 11,000 tons bar-iron only were made in Pennsylvania, when there were forty-four blast furnaces, seventy-eight forges, and 175 naileries.

"At the present moment there are 13,000 tons bar-iron made in the state of New York, chiefly in Essex and Clinton counties. Near Baltimore city, twenty furnaces are in operation, giving 20,000 tons per annum; and so great has been the impetus given to the iron trade, that in every direction new-furnaces are being constructed, and those out of blast again becoming active, in Pennsylvania. In the vicinity of Danville 40,000 tons or 50,000 tons of coal have illumined the hearths of the furnaces in that region last year. The Montour Iron Company have three of the largest furnaces in the country, the product of which is about 4000 tons cast iron, each, per annum.

"The trade, at present (1845), is in a very flourishing condition. We have taken great pains to arrive at an approximate enumeration of the iron works now in that state, and the annual quantity of iron producing from each, and we now give the result:—235 furnaces, yielding 211,500 tons pig-iron; 187 forges, rolling and slitting-mills, bloomeries,

&c., converting the above pig-iron into 105,000 tons bar, bloom, boiler sheet, nail, nail plate, rod iron, &c. ; and the rapid increment of these works is very perceptible, as by the governor's message it appears there were transported, by the several state lines of improvement, for the fiscal year, ending November 30, 1844, 71,406 tons iron ; against the same time, 1843, 38,022 tons. In 1843, however, there was not much activity in the iron trade. By an account of the iron works in Pennsylvania, appeared in the Philadelphia Commercial List, for the year 1841, there were then 210 furnaces, and 170 forges, rolling-mills, &c., and seven foundries, which produced 4580 tons castings, 300 tons iron (description unknown), 103,450 tons pig-iron, and 70,040 tons bar and bloom iron.

"From all the information we can obtain, we believe the following to be nearly a correct statement of the whole product (1845) of the United States :—540 blast furnaces, yielding 486,000 tons pig-iron ; 954 bloomeries, forges, rolling and slitting-mills, &c., yielding 291,600 tons bar, hoop, and sheet boiler, and other wrought iron, 30,000 tons blooms, and 121,500 tons castings, such as machinery and stove plates, hollow-ware, &c., which, at their present market value, would stand thus :—

	dollars.
291,600 tons wrought iron, at eighty dollars per ton	23,328,000
121,500 „ castings, at seventy-five dollars per ton	9,112,500
30,000 „ bloomery iron, at fifty dollars per ton	1,500,000
To which must be added the quantity imported, say—	
46,000 tons bar-iron, rolled, at sixty dollars per ton	2,760,000
17,500 „ „ hammered, at eighty dollars per ton	1,400,000
26,050 „ pig-iron, converted into castings, at seventy-five dollars per ton .	1,953,750
5,570 „ scrap iron, at thirty-five dollars per ton	201,950
4,157 „ sheet hoop, &c , at 130 dollars per ton	540,410
2,800 „ steel, at 335 dollars per ton	938,000

102,277 tons

443,100 „

545,377 tons.

Consumption „ 41,734,610

So that the consumption of iron in the United States, in nearly the crude state, approximates 42,000,000 dollars per annum, nearly equal to the whole value of raw cotton produced in the United States at present prices. We are rapidly outstripping the continental countries in the growth of this great sinew of national power, for, according to Mr. Virlet, France, Sweden, Russia, and all the civilised powers on the continent, only produce about 700,000 tons per annum.

"It is important that a commodity of such universal use should be abundant and cheap. The present duties on the quantity imported, which has averaged about 100,000 tons per annum, for five years, excluding 1843, amount to from fifty to 150 per cent on the first cost ; and it is evident that so large a proportion of the consumption would not be taken from abroad, if our domestic iron-masters were prepared to supply the demand. Under these circumstances, we consider such exorbitant imposts onerous and impolitic. For, whether it be true or not, that the higher the duty the higher the price, it is certainly true, the lower the duty the lower the price, where the domestic and foreign articles come fairly into competition. The effect of a moderate reduction would be, to compel the domestic manufacturer of iron to accede to lower terms, in order to rival in sales the foreign article, and the consumer would be benefited. The present price of American bars is from seventy-five to eighty dollars per ton. We know they can be laid down here for fifty-seven dollars fifty cents, and the rapid increase in the number of works, in Pennsylvania, is ample testimony to the remunerative character of the business.

"The consumption will increase with the diminution of price ; and now that the appropriations of this metal are becoming more multiform, it is unwise to keep it up to a fictitious level by exclusive legislation. It is not only being used in the construction of houses in England, but extensively in ship building, steam frigates, and the commercial marine, made of this material, are preferred for their durability, lightness of draft, and economy. There is one steamboat building in New York, we understand, for the North

river, of iron; and when she has performed a few trips, we predict that not many more will be made of wood.

"What would tend more, however, perhaps, than any other circumstance to make iron cheaper, and extend the consumption of both domestic and foreign, would be the increase of facility in communication with the interior by railroads. M. de Villefosse properly remarks, 'What they call, in France, the question of the price of iron, is, properly speaking, the question of the price of wood, and the question of the means of interior communications by means of roads, streams, rivers, and canals.' The cheap and rapid communication of railways is what so bulky an article requires; and the only point to consider is, whether it would be more advantageous to wait until this country can make it, or import it from Great Britain. The manufacture of the heavy-edge rail calls for such a large outlay of capital, so much more experience and manipulation, than any other species of fabrication, that it would retard the progress of the country too seriously, we apprehend, to stand still till the bantling attained maturity.

"It has been stated that the heavy-edge rail can be made here, in Maryland, for sixty dollars per ton, which is about the cost of bars laid down at the seaboard. It appears, from English invoices, the heavy T rail has always cost seven dollars twenty-five cents per ton more than the common bar, and that, too, where the manufacture is brought to perfection.

YEARS.	Average price of merch. bar, per ton.	Average price of rails per ton.	YEARS.	Average price of merch. bar per ton.	Average price of rails per ton.
	£ s.	£ s. d.		£ s.	£ s. d.
1831.....	5 5	6 17 6	1838.....	8 15	10 10 0
1832.....	5 0	6 15 0	1839.....	9 0	10 10 0
1833.....	6 0	7 10 0	1840.....	8 0	9 12 6
1834.....	6 10	8 0 0	1841.....	6 10	8 0 0
1835.....	5 15	7 10 0	1842.....	6 0	7 15 0
1836.....	10 0	11 15 0	1843.....	5 0	6 10 0
1837.....	8 15	10 0 0			

"We cannot, therefore, understand how it can be made near the price of common bars here. In consequence of the great demand for railways in Great Britain and the continent, the price now of the T rails is 77. 10s. per ton, or thirty-six dollars per ton, to which add eight dollars for freight, insurance, commission, &c., makes the cost of importation forty-four dollars per ton.

"As the edge rail will replace the flat bar in this country, on 2500 miles, or say 250,000 tons, the difference between forty-four dollars and seventy dollars, the present price, is 6,500,000 dollars. The sum the country would save, if the present duty of twenty-five dollars per ton were abolished.

"The importation of 90,000 tons of bar and pig-iron per annum (comparatively crude articles), shows that the country is not yet prepared for the manufacture of the more complicated and expensive edge rail; and, at present, until the avenues of transit have placed the existing works in more complete communication with the various markets, we think a high duty on rails highly inexpedient; besides, the railroads would not only facilitate the progress of the manufacture, by placing the ore, the fuel, and the flux, the furnace, the forge, and the rolling-mill, now in many sections of the country, at some distance from each other, by giving between each a cheaper and easier communication, but they would furnish considerable employment in the making of locomotives, cars, and all kinds of work connected with railways. Many of the richest portions of the union remain undeveloped for want of the means of transportation. Professor Shephard, of Yale college, says, that in many parts of Missouri the iron ore is so devoid of foreign materials, as scarcely to require the preliminary process of roasting, to dissipate the volatile ingredients, or the subsequent addition of large doses of flux, to effect the withdrawal of other impurities; and, that a mountain exists there, whose circuit is two miles, and whose elevation is 350 feet, consisting of specular iron, so pure that only a few solitary crystals of feldspar can be discovered, which would yield seventy per cent of pure iron, and the region is amply supplied with charcoal.

"Unlike the precious metals, which, when once separated from the ore, cease to contribute to the productive industry of the country, iron, through its various transformations, from the ore to the finished utensil, acquires an accession of value, calls for additional

mechanical labour, and gives occupation and reward to different avocations. This dormant treasure lies imbedded to an inexhaustible amount, through a vastly extended region; and we will take a rapid glance at its richness and variety. The most valuable—the magnetic oxide of iron—characterises the stratified primary rocks of New England, and is prolonged across New York, New Jersey, and Pennsylvania, to a remarkable degree. It occurs abundantly at Winchester and Franconia, in New Hampshire; at Cumberland, Rhode Island, whence it is taken to Massachusetts to be smelted; at Somerset, in a range of talc slate, twenty miles north of Massachusetts; at Hawles and Bernardstown, in Massachusetts. In New York it occurs in the northern primary district in abundance, especially near the valley of Ausable river. In the Highlands, and in the neighbourhood of Ringwood, thick beds, averaging ten feet of solid ore, are seen—in Morris county, New Jersey, near Succasunny, and at intervals as far as the Delaware river, and on the northern side of Berks and Lancaster counties, Pennsylvania. Its average thickness is from five to twelve feet, and it yields sixty-five per cent of metallic iron.

“In Pennsylvania, where the various ores are profusely distributed, besides the magnetic or oxydulated iron ore, the brown and yellowish argillaceous or hematite ore is found principally along the borders of the limestone valleys, containing from forty-five to fifty-five per cent of metallic iron; the fossiliferous ore, from the variegated shale formation, containing from forty to sixty per cent of metallic iron; and the ore of the coal region, similar in character to the clay iron-stone of England and Wales, yielding from thirty to fifty per cent of metallic iron, and is highly useful from its general dissemination through those districts where the other ores are not encountered.

“Railways would not only cheapen the manufactured article by affording a quick vehicle of conveyance, but open new markets to the iron master, and widen consumption! From the difficulties of transit, the north and west branches of the Susquehanna, and of Clinton and Essex counties, New York, would consider sixty dollars per ton for bars a poor compensation, but with railways would be able to compete more successfully with foreign supplies. The rolling-mill at Mount Savage owes its existence to the Baltimore and Ohio railway of imported iron. So that, independent of the considerations attached to railways as a means of national defence and a bond of union, the interests of the iron manufacturer seem to demand the free admission of railroad iron. The two establishments now in existence for the manufacture of this branch, cannot possibly supply the demand that will exist for this method of locomotion and conveyance; for it appears that not only will 250,000 tons be required at once of heavy rails to replace the worn out flat rails, but 4378 miles are undertaken for railroads, besides those already in use throughout the United States.

“Agriculture, into which the consumption of iron so extensively enters, and which forms the preponderating interests of the country, has sacrificed much to support the protective policy, in the high prices created thereby. The price of most of the products of agriculture is at present depressed, and it would materially relieve its burdens if the duty were in some measure relaxed on all descriptions of iron; and we do not believe, under the existing profitable rates, any moderate reduction would injure a single manufactory within the influence of foreign importations. Besides, the quantity, which comes in collision with foreign iron is but a minor proportion of our whole production. Of 300,000 tons wrought iron made in the United States, only one-third, or 100,000 tons is calculated to reach the seaboard; the other two-thirds, or 200,000 tons being despatched to the western markets.

“We do not advocate any extravagant or sudden abatement of duties, but it is not just to the interests of the other states, nor the large consuming mass, that any particular branch of national industry should be protected beyond the requisitions of government, for efficient public service, or what is necessary to counteract the regulations of foreign nations; but it is expecting too much from the people to suppose that they will submit to a perpetuity of the system, when the temporary and incidental protection has enabled the domestic to vie with the foreign manufacturer in his own market, and the revenue raised by this means is no longer necessary for the administration. The effect of this abatement would be, that the manufacturer would be obliged to reduce his profits in the price lest he should be undersold by the foreign article; and the consumer would reap the benefit of the competition. We now subjoin the table before alluded to:—

IMPORT of Iron and Steel into the United States, from 1828-29, to 1843-44, inclusive, ending on the 30th of September of each Year.

ARTICLES.	1828-29		1829-30		1830-31		1831-32		1832-33		1833-34		1834-35		1835-36	
	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.
Bar and bolt iron, rolled.....	3,390	119,356	6,449	256,336	17,245	544,664	30,387	701,549	28,028	1,002,756	28,886	1,187,226	28,410	1,050,122	46,675	1,311,888
Bar and bolt iron, hammered, or otherwise manufactured.....	29,469	1,884,060	30,693	1,730,375	23,306	1,560,168	28,150	1,929,403	36,194	1,837,473	31,784	1,742,863	31,594	1,641,359	22,587	1,591,314
Pig-iron.....	1,138	28,811	19,259	25,664	6,448	11,068	10,131	22,303	9,340	217,668	11,113	270,323	12,905	289,779	8,541	273,978
Hoop and sheet iron.....	1,089	89,037	1,038	59,822	2,532	151,900	2,853	182,559	3,350	245,946	2,914	190,237	3,009	133,659	3,643	225,676
Braziers' rods, 2-16 to 8-16, inclusive.....	75	6,164	97	5,945	217	13,660	233	13,727	221	12,834	132	10,017	113	7,428	249	21,794
Nail and spike rods, slit.....	3	234	14	784	101	4,585	56	2,063	95	6,080	..	77	1	244	10	1,281
Band, scroll, or cement rods, slit or hammered.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Old or scrap iron.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total iron.....	33,114	2,127,661	39,421	2,049,807	49,661	2,135,738	71,833	3,051,870	78,158	3,348,751	75,759	3,342,248	74,992	3,133,215	80,345	4,072,999
Steel.....	1,200	289,931	1,223	291,957	1,710	395,635	2,146	615,510	2,131	523,116	2,437	554,150	2,605	576,888	2,276	606,141
Total iron and steel.....	36,314	2,417,592	40,644	2,340,964	51,371	2,535,363	73,979	3,667,380	80,289	3,871,867	78,196	3,896,398	77,597	3,710,103	82,620	4,679,140

• (IMPORT of Iron and Steel into the United States, &c.—continued.)

ARTICLES.	1836-37		1837-38		1838-39		1839-40		1840-41		1841-42		1842-43		1843-44*	
	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.	Tons.	Export value, dollars.
Bar and bolt iron, rolled.....	47,839	2,573,367	36,174	1,825,121	60,385	3,181,180	32,925	1,707,650	63,055	2,172,278	61,600	2,043,453	20,230	637,617	46,000	1,835,121
Bar and bolt iron, hammered, or otherwise manufactured.....	31,325	2,017,346	21,219	1,166,196	35,537	2,054,094	28,819	1,680,831	29,605	1,614,920	19,512	1,041,410	8,440	429,217	17,500	855,220
Pig-iron.....	14,128	422,999	12,192	319,099	12,507	283,200	5,316	114,562	12,267	223,293	18,694	295,264	6,412	76,589	26,850	249,600
Hoop and sheet iron.....	5,041	504,473	2,536	218,192	3,205	354,933	2,469	235,809	3,646	370,078	3,560	296,679	1,292	154,638	3,600	260,260
Braziers' rods, 2-16 to 8-16, inclusive.....	201	21,792	143	10,648	381	27,943	193	47,793	164	12,843	530	37,767	213	15,309	470	10,648
Nail and spike rods, slit.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Band, scroll, or cement rods, slit or hammered.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Old or scrap iron.....	766	18,391	436	7,167	589	10,161	707	15,749	783	10,337	685	8,207	169	4,124	5,770	122,160
Total iron.....	99,200	5,588,569	72,853	3,549,620	112,672	5,916,737	70,544	3,812,370	109,548	4,111,915	104,631	3,724,683	37,971	1,241,245	99,477	3,481,489
Steel.....	3,566	804,917	1,907	487,334	2,938	771,809	2,225	528,716	2,563	609,201	2,771	597,317	1,334	354,086	2,800	487,334
Total iron and steel.....	102,766	6,393,486	74,760	4,036,954	115,610	6,688,546	72,769	4,341,086	112,111	4,721,116	107,402	4,322,000	39,305	1,595,331	102,277	3,968,823

* The last quarter of 1844 only estimated to part.

STATEMENT of Sales made in large Quantities in January and July of 1840 and 1841, respectively, and in January of 1842.

ARTICLES.	January, 1840.	July, 1840.	January, 1841.	July, 1841.	January, 1842.
Iron anvils .....lb.	7 to 12 cts.	7 to 12 cts.	7 to 12 cts.	6 to 11 cts.	6 to 11 cts.
Bars, common English, rolled .....ton	75 to 77½ dlsr.	65 to 67½ dlsr.	70 to 72½ dlsr.	62½ to 65 dlsr.	56 to 56 dlsr.
Bars, refined English, rolled .....do.	90 to 97½ dlsr.	87½ to 90 dlsr.	85 to 90 dlsr.	80 to 82½ dlsr.	75 to 77½ dlsr.
Bars, American refined .....do.	90 dlsr.	87½ dlsr.	85 dlsr.	80 dlsr.	77½ dlsr.
Bars, Swedes, hammered .....do.	90 to 92½ dlsr.	80 to 82½ dlsr.	85 to 87½ dlsr.	80 to 82½ dlsr.	80 to 82½ dlsr.
Bars, old Sable do. ....do.	about 15 dlsr.	per ton more than Sweden	Sweden	Sweden	Sweden
Bars, bloomed, American rolled .....do.	80 dlsr.	70 dlsr.	65 dlsr.	60 dlsr.	60 dlsr.
Blooms .....do.	55 to 65 dlsr.	50 to 60 dlsr.	47½ to 57½ dlsr.	45 to 55 dlsr.	45 to 55 dlsr.
Boiler plates without holes for rivets .....lb.	5½ to 7 cts.	5 to 6½ cts.	5 to 6½ cts.	4½ to 5½ cts.	4½ to 5½ cts.
Hoops, from one-half to three inches wide .....ton	116 to 167 dlsr.	107 to 153 dlsr.	91 to 135 dlsr.	91 to 135 dlsr.	91 to 135 dlsr.
Kentledge .....do.	20 to 25 dlsr.	20 to 25 dlsr.	20 to 25 dlsr.	18 to 22 dlsr.	18 to 22 dlsr.
Mill-cranks .....lb.	8 to 12 cts.	7 to 12 cts.	7 to 12 cts.	7 to 11 cts.	6 to 11 cts.
Nails, wrought .....do.	11 to 12 cts.	11 to 12 cts.	11 to 12 cts.	11 to 12 cts.	10 to 11 cts.
Nails, cut .....do.	5 to 5½ cts.	5 to 5½ cts.	5 to 5½ cts.	5 to 5½ cts.	5 to 5½ cts.
Nail-logs, slit .....ton	195 to 125 dlsr.	100 to 122½ dlsr.	100 to 122½ cts.	95 to 122½ dlsr.	90 to 122½ dlsr.
Spike rods, rolled, one-fourth and one-half inch .....do.	107 to 139 dlsr.	98 to 128 dlsr.	87 to 113 dlsr.	87 to 113 dlsr.	87 to 113 dlsr.
Pigs, according to the relative proportion of each quality in market .....do.	33 to 37½ dlsr.	31 to 35 dlsr.	30 to 35 dlsr.	26 to 37½ dlsr.	27 to 35 dlsr.
Round or bracers' rods of three-sixteenths to eight-sixteenths, inclusive .....do.	114 to 148 dlsr.	106 to 136 dlsr.	94 to 120 dlsr.	94 to 120 dlsr.	94 to 120 dlsr.
Sad or flat .....lb.	4½ to 5½ cts.	4½ to 5½ cts.	4 to 5 cts.	4 to 5 cts.	4 to 5 cts.
Sheets, average thickness .....do.	5½ cts.	5½ cts.	5½ cts.	5½ cts.	5 cts.
Screws, weighing twenty-five pounds and upwards .....do.	18 to 25 cts.	17 to 25 cts.	16 to 20 cts.	15 to 20 cts.	14 to 20 cts.
Screws, not exceeding twenty-five pounds, not called wood-screws .....do.	18 to 30 cts.	18 to 30 cts.	18 to 30 cts.	18 to 30 cts.	18 to 30 cts.
Scythes .....dozen	8 to 18 dlsr.	8 to 18 dlsr.	7 to 18 dlsr.	7 to 18 dlsr.	7 to 18 dlsr.
Shovels .....do.	8 to 12 dlsr.	8 to 12 dlsr.	7 to 12 dlsr.	6 to 11 dlsr.	6 to 11 dlsr.
Slit, for scroll, &c. ....ton	100 to 125 dlsr.	94 to 120 dlsr.	83 to 110 dlsr.	83 to 110 dlsr.	83 to 116 dlsr.
Rolls, for band or scroll, from three-eighths multiplying by one-eighth to four multiplying by one-fourth .....do.	100 to 144 dlsr.	94 to 133 dlsr.	83 to 116 dlsr.	83 to 116 dlsr.	83 to 116 dlsr.
Spikes .....lb.	7½ to 8½ cts.	7 to 8½ cts.	6 to 7½ cts.	6 to 7 cts.	6 to 7 cts.
Tacks, two ounces and a half to sixteen ounces to the M. ...	6 to 9 cts.	6 to 9 cts.	6 to 9 cts.	6 to 9 cts.	6 to 9 cts.
— exceeding sixteen ounces to the M. ....do.	10 to 20 cts.	10 to 20 cts.	10 to 20 cts.	10 to 20 cts.	10 to 20 cts.
Brads, from half an inch to two inches per M. ....do.	6 to 20 cts.	6 to 20 cts.	6 to 20 cts.	6 to 20 cts.	6 to 20 cts.
Wire, not exceeding No. 14. lb.	6½ to 9½ cts.	6½ to 9 cts.	6½ to 9 cts.	6½ to 9 cts.	6½ to 9½ cts.
— exceeding No. 14. ....do.	10½ to 26½ cts.	10½ to 26 cts.	10½ to 26 cts.	10½ to 26 cts.	10 to 25½ cts.

THE following table, compiled from the United States' census of 1840, exhibits the location of the Coal Regions, and the Quantity of Anthracite and Bituminous produced in each State in 1839 :—

STATES.	Anthracite.	Bituminous.	STATES.	Anthracite.	Bituminous.
	tons.	tons.		tons.	tons.
New Hampshire.....	.....	29,920	Brought forward....	860,936	22,506,586
Rhode Island.....	1,000	.....	Kentucky.....	2,125	583,167
Connecticut.....	.....	38,000	Ohio.....	296	3,512,409
Pennsylvania.....	839,698	11,620,654	Indiana.....	.....	242,040
Maryland.....	.....	329,000	Illinois.....	132	424,187
Virginia.....	200	10,022,343	Missouri.....	.....	249,302
North Carolina.....	50	76	Arkansas.....	.....	5,500
Alabama.....	.....	23,600	Iowa.....	.....	10,000
Tennessee.....	.....	13,942			
Carried forward....	840,936	22,508,586	• Total.....	860,936	27,596,191

THE following Table exhibits the Quantity of Coal shipped for the different Mining Regions of Pennsylvania, from the commencement of the Trade, together with the Annual Amount of Increase and Consumption, and Quantity remaining over unsold, and disposed of on the line of the Canal :—

Y E A R S.	Schuylkill.	Lehigh.	Pine Grove.	Shamokin.	Wilkesbarre.	Lackawanna.	Aggregate.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
1820 .....	.....	365	.....	.....	.....	.....	365
1821 .....	.....	1,073	.....	.....	.....	.....	1,073
1822 .....	.....	2,240	.....	.....	.....	.....	2,240
1823 .....	.....	5,523	.....	.....	.....	.....	5,523
1824 .....	.....	9,541	.....	.....	.....	.....	9,541
1825	6,500	28,398	.....	.....	.....	.....	34,898
1826	14,776	31,280	.....	.....	.....	.....	46,056
1827	31,360	32,074	.....	.....	.....	.....	63,434
1828	47,364	30,432	.....	.....	.....	.....	77,796
1829	70,373	25,116	.....	.....	.....	7,000	112,083
1830	89,964	41,750	.....	.....	.....	43,000	174,714
1831	81,853	40,966	.....	.....	.....	54,000	176,819
1832	209,271	70,000	.....	.....	.....	84,600	363,871
1833	252,071	123,000	.....	.....	.....	111,777	487,748
1834	226,692	106,244	.....	.....	.....	43,700	376,636
1835	339,508	121,250	.....	.....	.....	50,000	560,758
1836	432,045	146,522	.....	.....	.....	103,561	682,128
1837	523,152	225,437	17,000	.....	.....	115,387	881,476
1838	433,875	214,211	13,000	.....	.....	78,207	739,293
1839	449,608	221,850	20,630	11,930	.....	122,300	819,327
1840	452,291	525,288	23,860	15,505	.....	148,470	1,065,414
1841	584,692	132,841	17,653	21,463	.....	192,270	958,919
1842	540,892	272,120	32,381	10,000	47,346	205,253	1,108,001
1843	677,295	267,734	22,405	10,000	58,000	227,695	1,263,539
1844	839,934	377,931	34,416	13,987	114,406	231,000	1,631,609
Total....	6,308,956	2,773,374	185,351	81,985	219,752	1,878,135	11,445,056

Y E A R S.	Annual Increase.	Consumed	Unsold April 1.	Sold on Canal.	Y E A R S.	Annual Increase.	Consumed	Unsold April 1.	Sold on Canal.
	tons.	tons.	tons.	tons.		tons.	tons.	tons.	tons.
1820.....	.....	.....	.....	.....	1833.....	708	424,986	65,100	19,429
1821.....	1,167	.....	.....	.....	1834.....	decrease.	415,186	117,762	18,671
1822.....	3,598	.....	.....	.....	1835.....	184,122	635,935	79,212	17,863
1823.....	3,718	.....	.....	.....	1836.....	121,670	632,428	4,035	21,740
1824.....	25,352	.....	.....	.....	1837.....	199,048	680,441	84,033	28,775
1825.....	13,154	.....	.....	.....	1838.....	decrease.	744,968	255,070	30,390
1826.....	15,837	.....	.....	3,154	1839.....	80,034	607,000	205,395	28,294
1827.....	14,082	.....	.....	3,372	1840.....	46,087	973,136	137,622	11,223
1828.....	34,507	.....	.....	3,322	1841.....	93,485	958,899	100,000	40,384
1829.....	62,651	.....	.....	5,321	1842.....	149,102	.....	100,000	34,619
1830.....	2,086	.....	.....	6,150	1843.....	155,538	1,158,000	50,900	60,000
1831.....	187,051	77,000	.....	10,048	1844.....	368,130	1,213,537	50,000	90,000
1832.....	123,877	298,871	none.	13,429					

In the Report of the Board of Trade of Schuylkill county, made in the early part of 1842, sanguine anticipations were indulged of an entire consumption, during that year, of the coal then in market. "But, owing to the unprecedented warmth of the latter part of the winter, a large excess remained on hand on the 1st of April. This circumstance, in connexion with the derangement of trade generally throughout the country, had the effect of keeping down the prices of coal so low, that, instead of a profit, there was generally a loss sustained by mining. Fair remunerating prices would be the result of a proper regulation of the supply. And, as an excess is injurious to the collier, and a deficiency prejudicial to the consumer, it is desirable that both extremes should be avoided."

There have been 126,554 tons of coal shipped during the past season, from this region direct to New York, in 2243 canal boats. This shows a very large increase over the shipments of the previous year, which only amounted to 78,296 tons. This direct trade to New York has rapidly grown into importance, and is destined to become a very important branch of the Pennsylvania coal trade.

The following comparative table, from the *Miners' Journal*, will show the quantity of coal imported into this country from 1821 to 1842, both years inclusive; also, the quantity of bituminous coal mined and shipped at Richmond, Virginia, and the anthracite coal trade

of the United States for the same periods. The importation of foreign coal is official, from the register of the Treasury :—

Y E A R S.	Foreign.	Virginia.	Anthracite.	Y E A R S.	Foreign.	Virginia.	Anthracite.
	tons.	tons.	tons.		tons.	tons.	tons.
1821	22,123	.....	1,073	1832	72,987	117,878	363,871
1822	34,523	48,214	2,210	1833	92,432	142,587	487,748
1823	30,483	39,255	3,923	1834	91,636	110,714	376,636
1824	27,228	56,837	8,541	1835	49,969	96,428	560,798
1825	25,645	59,571	34,803	1836	108,432	110,714	682,428
1826	35,066	79,143	48,047	1837	152,450	100,000	881 479
1827	40,257	75,643	63,434	1838	129,083	96,428	739,293
1828	32,303	89,337	77,516	1839	181,521	85,714	819,327
1829	45,393	83,367	112,083	1840	162,867	78,571	863,414
1830	58,136	91,786	174,734	1841	155,894	71,071	958 899
1831	36,509	93,143	176,320	1842	103,347	68,756	1,108,001

As matter of importance to those engaged in the coal trade, we give a table, showing the periods at which the Schuylkill opened and closed, from 1834 to 1842, inclusive :—

Y E A R S.	When Opened.	When Closed.	Number of Days Open.	Remarks.
1834	March 13	December 6	268	Closed by Frost.
1835	" 24	November 28	250	do.
1836	April 6	December 10	248	do.
1837	" 1	" 9	253	do.
1838	March 23	November 28	248	do.
1839	" 29	" 30	247	do.
1840	" 16	December 5	265	do.
1841	May 15	" 14	213	do.
1842	March 10	November 28	263	do.

The following statistics of the comparative operations of the Lehigh and Schuylkill coal regions, are derived from the *Miners' Journal*, published at Pottsville :—

"Although we commenced mining coal for shipment in the Schuylkill region in 1825, five years later than the Lehigh, there has been 1,080,552 tons more sent to market from this region, than from all the other anthracite regions in the states, viz. :— tons.

Total amount of coal sent to market from the Schuylkill region since the commencement of the trade, in 1825, to the close of navigation, 1842 . 4,791,719
Total amount sent to market from all other anthracite regions . . . 3,711,067

Excess in favour of Schuylkill region 1,080,652

"During the last year, also, the Schuylkill region furnished more than one-half the anthracite coal sent to market, as the following will show :—

	tons.
Schuylkill region	540,890
All other regions	519,763

Excess in favour of the Schuylkill region . . . 21,127

"In 1825, the amount of coal mined in the Schuylkill region was only 5306 tons; in 1830, it had increased to 89,984 tons; in 1835, to 335,685 tons; and in 1842, to 540,890 tons. At the same ratio of increase, there will be mined, in 1845, over 1,000,000 tons; and, in 1850, 1,750,000 tons.

"The magnitude of this trade well corresponds with the amount of capital invested in the different improvements of the region. Upwards of 4,000,000 dollars have been invested in the following manner :—

68 miles of incorporated railroads.
40 " individual " under ground.
2000 railroad cars.
1800 drift cars.

17 collieries below water level, with steam engines pumps, &c.
100 collieries above water level.
80 landings.
830 canal boats.
900 boat horses, &c.

"There are thirty-one steam-engines in the county, including colliery engines, amounting to upwards of 1000 horse power. Twenty-three of these engines were manufactured in Schuylkill county.

"Previous to 1841, the horse power was only 350; during the last two years there was an addition of 370 horse power, making, in the aggregate, 720 horse power engaged in collieries."

The quantity of coal received in Boston, for the years 1837, 1838, 1839, 1840, 1841, and 1842, including all kinds, anthracite, domestic, and foreign bituminous, was as follows:—

YEARS.	Anthracite.	Domestic Bitumen.	Foreign Bitumen.	YEARS.	Anthracite.	Domestic Bitumen.	Foreign Bitumen.
	tons.	tons.	tons.		tons.	tons.	tons.
1837.....	80,557	3903	50,047	1840.....	73,847	3298	42,221
1838.....	71,364	5986	31,765	1841.....	110,938	4330	47,708
1839.....	90,485	5159	39,058	1842.....	90,276	4350	34,748

The anthracite coal, in 1842, was received from the following places:—

Philadelphia.....	76,604	Havre-de-Grace.....	1561
Rondout.....	8,917	Other places.....	709
Kingston.....	2,485		

The foreign coal, in 1842, was received from the following places:—

PLACES.	Tons.	Chaldrons.	PLACES.	Tons.	Chaldrons.
Liverpool.....	2,070	1,288	Pictou.....	11,014	8,063
Newcastle.....	7,518		Cumberland.....		10,098
Hull.....	690		Halifax.....		156
Glasgow.....	608		St. John.....		83
London.....	700	0,780	Dorchester.....		40
Sidney (Cape Breton).....					15
Carried forward....	11,014	8,068	Total.....	11,014	18,460

AGGREGATE Value of Produce, and Number of Persons Employed in the Mines of the United States, in 1840.

NAME OF STATE.	COAL.						DOMESTIC SALT.			GRANITE, MARBLE, & OTHER STONES.		
	ANTHRACITE.			BITUMINOUS.			No. of bushels produced.	No. of men employed.	Capital invested.	Value produced.	No. of men employed.	Capital invested.
	Tons raised (23 bushels each).	No. of men employed.	Capital invested.	No. of bushels raised.	No. of men employed.	Capital invested.						
			dollars.			dollars.			dollars.	dollars.		dollars.
Maine.....	•	•					50,000	15	25,000	107,506	305	160,360
New Hampshire.....				29,920	•	1,200	1	2,500	16,038	43		5,714
Massachusetts.....							376,596	463	502,980	790,855	970	608,130
Rhode Island.....	1,000	27	6,000							17,800	29	7,500
Connecticut.....				34,000	6		1,500	2	3,000	313,469	692	332,275
Vermont.....										33,855	104	18,270
New York.....							2,807,884	332	5,601,000	1,541,480	3649	1,002,555
New Jersey.....							500	1	1,500	35,721	118	10,600
Pennsylvania.....	859,686	2977	4,334,102	11,620,654	1798	300,410	549,478	255	191,435	228,821	540	178,272
Delaware.....							1,160	17	200	16,000	46	5,000
Maryland.....	•			222,000	23	4,470	1,200	3	1	22,750	61	17,200
Virginia.....	200	2	100	10,622,345	993	1,301,855	1,745,018	624	300,540	81,489	233	49,200
North Carolina.....	50	4		75	1		4,493	8	7,000	3,350	14	920
South Carolina.....							2,250	7	1,500	3,000	4	500
Georgia.....										51,900	109	36,300
Alabama.....				23,650						13,700	22	10,000
Mississippi.....												
Louisiana.....				13,942	21					30,100	73	15,860
Tennessee.....				588,107	213	76,627	210,605	291	163,888	19,502	100	6,212
Kentucky.....	2,125	27	14,150	3,513,409	434	45,525	207,350	240	113,105	115,831	206	27,490
Ohio.....	250	4	1,250	222,040	47	9,300	6,400	19	20,050	35,021	105	6,750
Indiana.....				424,187	132	120,078	20,000	22	10,000	74,228	142	14,020
Illinois.....	132	2		249,302	69	9,488	13,150	36	3,550	28,110	33	15,025
Minnesota.....				5,500	7	605	8,700	25	20,800	15,500	30	
Arkansas.....										2,700	4	3,000
Michigan.....										2,650	30	11,500
Florida.....							12,000	4		968	17	400
Wisconsin.....				10,000	2	500				350		
Iowa.....												
District of Columbia..												
Total.....	863,489	3043	4,355,602	27,003,191	3768	1,868,862	6,179,174	2365	6,998,045	3,695,884	7859	2,540,159

AGGREGATE Value, Produce, and Number of Persons Employed in, and the produce of the Mines of, the United States, in 1840—(continued.)

NAME OF STATE, &c.	I R O N.					L E A D.				G O L D.					O T H E R M E T A L S.		
	Cast Iron.	Number of bloom- eries, forged, and rolling mills.	Bar Iron.	Tons produced.	Fuel.	Number of men em- ployed, including mining operations.	Capital invested.	Number of smelt- ing furnaces, counting each fire one.	Number of pounds pro- duced.	Number of men em- ployed.	Capital invested.	Number of smelt- ing furnaces.	Value produced.	Number of men em- ployed.	Value pro. duced.	Capital invested.	
Maine.....	16	6,122	1	125	285	48	dollars. 185,950	1	1,000	2	500	..	..	..	4	dollars. 1,600
New Hampshire.....	15	1,260	12	125	2,104	121	98,200	..	1,000	..	300	..	..	..	11	dollars. 10,300
Massachusetts.....	48	9,332	67	6,574	199,932	1,997	1,232,873	..	..	..	..	..	..	..	14	dollars. 2,500
Rhode Island.....	5	4,128	..	..	227	29	22,250	..	..	..	..	..	..	..	..	..
Connecticut.....	23	6,493	41	6,623	16,933	893	577,300	..	..	..	..	..	..	..	..	..
Vermont.....	26	6,743	14	6,355	388,407	798	664,150	..	..	..	..	..	..	..	..	..
New York.....	186	29,068	120	53,693	123,077	3,455	2,103,418	9	670,800	333	221,000	..	..	..	156	dollars. 70,500
New Jersey.....	26	11,114	80	7,171	27,423	2,036	1,731,820	..	..	..	..	..	..	..	119	dollars. 84,564
Pennsylvania.....	213	96,395	169	87,244	358,903	11,522	7,751,471	..	..	..	..	..	..	..	33	dollars. 39,550
Delaware.....	2	17	3	449	971	28	36,200	..	..	..	..	..	..	..	285	dollars. 100,400
Maryland.....	12	8,476	17	7,900	24,422	1,763	798,650	5	..	..	..	..	..	..	73	dollars. 28,800
Virginia.....	42	18,8104	32	3,886	36,988	1,742	1,246,650	..	878,648	73	21,000	11	51,758	..	131	dollars. 103,690	
North Carolina.....	8	963	43	963	11,598	468	84,861	2	10,000	30	50,000	10	225,618	389	5	dollars. 9,832	
South Carolina.....	4	1,250	9	1,163	6,234	248	113,300	..	..	..	..	130	37,418	405	1,000	dollars. 40,000
Georgia.....	14	494	29	..	630	41	23,000	..	..	..	..	..	121,881	405	..	dollars. 79,343
Alabama.....	1	30	5	75	137	30	9,500	..	..	..	..	..	61,232	47	..	dollars. 1,000
Mississippi.....	6	1,400	2	1,366	4,152	145	337,000	..	..	..	350	..	1,500	4	..	dollars. 400
Louisiana.....	34	16,1284	99	9,673	187,453	2,260	1,314,736	2	..	4	..	..	..	..	1	dollars. 16,000
Tennessee.....	17	20,206	13	3,637	35,991	1,108	449,000	..	..	..	..	..	..	..	..	..
Kentucky.....	72	35,236	19	7,466	104,312	2,268	1,161,900	..	..	..	..	..	..	..	..	..
Ohio.....	7	810	1	20	787	103	57,700	..	..	..	..	..	..	..	..	..
Indiana.....	4	158	..	..	240	74	40,300	20	8,755,000	73	114,500	1	200	1	..	dollars. 100
Illinois.....	2	180	4	118	300	80	75,000	21	3,295,453	252	235,500	..	..	..	2	dollars. 13,600
Missouri.....	..	..	..	..	451	99	60,800	..	..	..	..	..	..	..	25	dollars. 9,150
Arkansas.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Michigan.....	15	601	..	..	..	..	..	49	15,129,350	240	664,600	..	..	..	..	..
Florida.....	1	3	..	..	1	3	4,000	11	500,000	30	35,500	..	..	..	..	..
Wisconsin.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Iowa.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
District of Columbia.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.....	804	286,903	795	197,233	1,528,110	80,497	20,432,131	190	31,229,453	1017	1,346,756	157	522,605	1046	728	370,614	dollars. 238,960

"A considerable portion of the iron that is used by the cupola furnaces of Philadelphia, besides that which is produced by the state, is the iron of New Jersey and other states, while the rolling-mills of Pittsburgh work large quantities of blooms from Ohio, Kentucky, and Virginia. The exact quantity of iron mined and smelted throughout the state has been pretty accurately ascertained by returns made by the county commissioners to the secretary of the commonwealth in 1839, by which it appears that there were mined in 699 townships that made returns 334,151 tons, and adding to that number the remaining 361 townships, according to the same ratio of production, there is in the 213 furnaces of the state the following quantity produced:—

	tons.
Iron ore mined in 699 townships	334,151
Estimated for the remaining 361 townships	172,573

Total 506,724

"It has been, moreover, estimated that the average amount of iron yielded by ore in the furnace is about thirty-seven and a half per cent, which produces one ton of metal to two and two-thirds of a ton of ore. To yield 190,000 tons of iron which is the estimated annual product of the state, requires 506,666 tons of iron ore. In order to exhibit in a tabular form the amount of the iron-works throughout the state, independent of the manufacture of iron, and their influence upon the measure of its industry, we subjoin the following table, prepared by a committee appointed to obtain statistical reports of the iron interests of Pennsylvania:—

• NUMBER and Product of the Iron Works in Pennsylvania, in 1842.

NUMBER.	Product.	Number of Tons.	Value per Ton.	Aggregate Value.	Total Value.	Hands employed.
	tons.	tons.	dollars.	dollars.	dollars.	
22 rolling-mills, producing—						
Bar-iron	20,800	85	1,768,000			
Boiler-iron	2,400	110	264,000			
Sheet-iron	1,200	130	156,000			
Nails	8,960	110	985,600			
Nail-plate iron	2,100	90	216,000			
51 forges, producing—						
Blooms	17,725					
Less—deduct blooms manufactured into boiler, sheet, nails, and nail plate	14,960					
		2,765	60	165,900		
Hammered bar		4,105	90	369,450	535,350	1,660
99 furnaces, producing—						
Castings		4,580	65	297,700		
Pig-iron	80,305					
Less—deduct 42,020 tons of bar-iron and blooms manufactured from pigs, allowing 25 cwt. of pigs to the ton, is	53,287	27,018	30	810,540	1,198,240	5,063
7 foundries, producing—		300	90		27,000	31
172 works—total pig-iron		74,528			5,000,190	8,438
131 furnaces, estimated produce	109,695					
Less—deduct manufactured into bars and blooms	32,262	76,433	30	pig-iron	2,292,900	6,856
84 forges, rolling-mills, &c., estimated to produce		27,410	75	bar and bloom	2,055,750	1,370
387 works in Pennsylvania, producing		178,371			9,408,930	16,604

"The largest amount of iron produced is in the counties of Northampton, Lehigh, Berks, Lancaster, York, Cumberland, Franklin, Bedford, Huntingdon, Centre, Columbia, Armstrong, Clarion, and Venango, although, in other counties, a considerable quantity of this metal is yielded from furnaces and forges. There are air and cupola furnaces, rolling mills, steam-engine factories, nail factories, scythe and sickle factories, axe and edge tool factories, cutlery factories, factories for shovels, spades, and forks; gun factories, car, carriage, and waggon factories, plough factories, and sheet-iron factories. We here annex, from the journal of the coal and iron interests of Pennsylvania, a table, exhibiting the annual value of the manufactures of iron, based upon the amount produced in 1842:—

MANUFACTURES OF IRON.

	dollars.
87,244 tons made into bars, additional value . . .	3,489,760
71,000 tons castings	5,000,000
45,000 tons rolled iron	1,937,339
Iron in 270 steam-engines	700,000
7017 tons of nails	253,110
Scythes and sickles	15,000
Edge tools	110,000
Cutlery	25,000
Shovels, spades, and forks	30,000
Guns	185,074
Cars, and other vehicles	900,000
Ploughs, iron	107,000
Sheet iron manufactures	100,000
Articles made by blacksmiths	5,000,000
Total	21,254,133

CHAPTER V.

PRODUCE OF THE FOREST AND TIMBER TRADE.

THE forests of the United States are still of great extent,—but the export of timber is unimportant, with the exception of oak staves to Europe and the West Indies,—and of fir *scantling* and lumber, or beams, rafters, and posts, and shingles to the West Indies. The middle, and some of the southern states, are supplied to a great extent with fir timber, deals, and boards, from the state of Maine, especially from Bangor, and from New Brunswick. Since the time that high differential duties have been in force in favour of the British North American colonies, the importation into the United Kingdom has been of trifling amount. This circumstance has not been injurious to the United States,—while the fallacious encouragement given to the timber trade of British America has been of the most pernicious tendency, and has not only retarded the agriculture and prosperity of the latter, but it is remarkable that the North American timber has, with but very rare exceptions, involved in ruin those who have been engaged in it. The exceptions are where large capitalists have been enabled to take advantage of purchasing, at often less than half or a quarter of the original cost, the effects of the ruined timber merchant, or *lumberer*.

We have, in describing the timber trade generally; remarked that the Canadas were settled with a population of more than 250,000 independent farmers before the timber trade acquired any importance, that Nova Scotia, New Brunswick, and Prince Edward Island, were all settled with industrious agriculturists, who in general become independent farmers without having recourse to the timber trade.

There are also circumstances which have resulted from the colonial timber trade of a very different character; there are facts to be found in the registry offices for land, and in the recorded judgments of the courts of law, in Canada, in New Brunswick, in Nova Scotia, in Prince Edward Island, and in Cape Breton.

These documents and records we have had examined, and they have unfolded the undeniable, and certainly not satisfactory, facts; viz., that the numerous mortgages upon the lands of the farmers, who had by agricultural industry become generally independent, and the mortgages on the lands of others; and most of the judgments of the courts of law, in actions for debt, and the consequent sheriff's sales of lands, have been the results of the farmers and other possessors of land engaging in the *protected timber and ship-building trade*. We know that many who were previously in a state of independent opulence, and who afterwards lost their farms and property, have been utterly ruined by the allurements held out by the timber and ship-building trade. The few large houses which have accumulated large properties in the colonial timber trade consist scarcely of a fraction of the colonists, or of the truly colonial interests. The colonial agriculturists who left their farms to cut timber, or to engage in ship-building, were generally supplied on credit with goods and provisions at high prices: they received nominally high wages for their labour, but as they almost invariably got into debt, and were compelled to mortgage or sell their farms, it is conclusive that the real wages of their labour was below a remunerating amount. The farmers, on the other hand, who applied their industry to clearing their lands and to agriculture alone, were, at the same time that they were making sure yearly gains, transforming their woodlands into valuable arable and pasturage estates.

Several wood-cutters form what is termed a "lumbering party," composed of persons who are all either hired by a master lumberer, who pays them wages and finds them in provisions, or of individuals who enter into an understanding with each other, to have a joint interest in the proceeds of their labour. The necessary supplies of provisions, clothing, &c., are generally obtained from the merchants on credit in consideration of receiving the timber, which the lumberers are to bring down the rivers the following summer. The stock deemed requisite for a "lumbering party," consists of axes, a cross-cut saw, cooking utensils, a cask of rum, tobacco and pipes; a sufficient quantity of biscuit, pork, beef, and fish, peas and pearl barley for soup, with a cask of molasses to sweeten a decoction usually made of shrubs, or of the tops of the hemlock tree, and taken as tea. Two or three yokes of oxen, with sufficient hay to feed them, are also required to haul the timber out of the woods.*

When thus prepared, these people proceed up the rivers, with the provisions,

* The quantity of stock is, of course, greater or less, according to the number who compose the party. Some of the Canada lumberers carry an enormous stock to the woods.

&c., to the place fixed on for their winter establishment, which is selected as near a stream of water as possible. They commence by clearing away a few of the surrounding trees, and building a chanty, or camp of round logs, the walls of which are seldom more than four or five feet high; the roof is covered with birch bark, or boards. A pit is dug under the camp to preserve any thing liable to injury from the frost.

The fire is either in the middle or at one end; the smoke goes out through the roof; hay, straw, or fir-branches, are spread across or along the whole length of this habitation, on which they all lie down together at night to sleep, with their feet next the fire.

When the fire gets low, he who first awakes, or feels cold, springs up, and throws on five or six billets, and in this way they manage to have a large fire all night.

One person is hired as cook, whose duty it is to have a breakfast ready before daylight; at which time all the party rise, when each takes his "morning," or the indispensable dram of raw spirits, immediately before breakfast. This meal consists of bread, or occasionally potatoes, with boiled beef, pork, or fish, and tea sweetened with molasses; dinner is usually the same, with pea-soup in place of tea; and the supper resembles breakfast. These men are enormous eaters; and they also drink great quantities of rum, which they scarcely ever dilute. Immediately after breakfast, they divide into three *gangs*; one of which cuts down the trees, another hews them, and the third is employed with the oxen in hauling the timber, either to one general road leading to the banks of the nearest stream, or at once to the stream itself: fallen trees, and other impediments in the way of the oxen are cut away with an axe.

The whole winter is thus spent in unremitting labour. The snow covers the ground from two to three feet from the setting in of winter until April; and, in the middle of fir forests, often till the middle of May. When the snow begins to dissolve in April, the rivers swell, or, according to the lumberer's phrase, the "*freshets come down*." At this time, all the timber cut during winter is thrown into the water, and floated down until the river becomes sufficiently wide to make the whole into one or more rafts.

The construction of the vast masses of timber floated down the St. Lawrence and other great rivers of America, is nearly on all occasions similar, but bound proportionably stronger together, as the rafts increase in size. The raftsmen commence by floating twenty or more pieces of timber alongside each other, with the ends to form the fore-part of the raft brought in a line, and then bound close together by logs placed across these, and by binding one log to another with poles fastened down with withes plugged firmly into holes bored in the logs for the purpose. The size of the raft is increased in this manner by adding pieces of timber, one after another, with their unequal lengths crossing the *joints*, until the

whole lot of timber to be rafted is joined together, in one flat mass, on the river. The water at this period, is exceedingly cold; yet, for weeks together, the lumberers are in it from morning till night, and it is seldom less than a month and a half, from the time that floating the timber down the streams commences, until the rafts are delivered to the merchants.

No course of life can undermine the constitution more than that of a lumberer and raftsman. The winter, snow and frost, although severe, are nothing to endure in comparison to the extreme coldness of the snow-water of the freshets, in which the lumberer is, day after day, wet up to the middle, and often immersed from head to foot. The very vitals are thus chilled and sapped; the intense heat of the summer sun, a transition which almost immediately follows, must further weaken and reduce the whole frame, and premature old age is the inevitable fate of a lumberer. But notwithstanding all the toils of such a pursuit, those who once adopt the life of a lumberer prefer it to any other. They are, in a great measure, as independent, in their own way, as the Indians.

After selling and delivering up their rafts, they pass some weeks in idle indulgence, drinking, smoking, and *dashing off* in a long coat, flashy waistcoat and trousers, Wellington or Hessian boots, a handkerchief of many colours round the neck, a watch with a long tinsel chain and numberless brass seals, and an *umbrella*. Before winter they turn again to the woods, and resume the laborious pursuits of the preceding year. The greatest number of the lumberers and raftsmen, in Canada and New Brunswick, are from the United States. Many young men, of steady habits, in our colonies, join the lumbering parties for two or three years, for the express purpose of making money; and, after saving their earnings, purchase lands, on which they live very comfortably, by cultivating the soil, and by cutting down the timber trees for market.

We have, in describing New Hampshire, given some account of its early timber trade. Forests of various kinds of timber abound in Maine, especially in the recently ceded territory, and in the north and western frontiers of New Hampshire, New York, Pennsylvania, Virginia, and the Carolinas—Kentucky, Michigan, and other States. These we have described in the detailed accounts of each state.

The following table is condensed from the Official Returns made by Congress for 1840:—

PRODUCTS of the Forests of the United States in 1840.

NAME OF STATE, &c.	Value of lum- ber produced. \$	Barrels of tar, pitch, turpen- tine, rosin.	Tons of pot and pearl ashes.	Skins and furs, value produced.	Ginseng, and all other pro- ductions of the forest. value.	Number of men employed.
	dollars.			dollars.	dollars.	
Maine.....	1,808,680	....	2604	8,027	32,271	2,503
New Hampshire.....	432,217	....	113	2,230	1,939	553
Massachusetts.....	344,845	....	6	60	31,609	174
Rhode Island.....	44,455	....	....	....	155	50
Connecticut.....	147,841	....	....	19,700	13,974	120
Vermont.....	346,939	....	7184	1,700	2,500	302
New York.....	3,891,302	402	7,0132	15,656	143,332	4,664
New Jersey.....	271,591	2,200	2	20,060	65,075	446
Pennsylvania.....	1,150,220	1,595	262	9,671	14,297	1,988
Delaware.....	5,362	....	....	....	7,557	....
Maryland.....	226,977	....	....	2,527	11,690	115
Virginia.....	538,092	5,809	....	23,214	49,654	2,818
North Carolina.....	806,706	593,451	....	5,126	46,040	2,694
South Carolina.....	537,084	735	....	1,225	9,247	509
Georgia.....	114,080	153	....	2,928	185	221
Alabama.....	165,068	197	....	5,585	4,281	84
Mississippi.....	192,794	2,218	....	3,382	6,873	123
Louisiana.....	66,106	2,423	....	1,170	....	54
Tennessee.....	217,608	3,336	1	2,002	1,635	282
Kentucky.....	130,329	700	....	17,860	34,510	508
Ohio.....	262,821	5,631	6,8094	37,218	15,206	320
Indiana.....	420,791	....	2	220,883	9,092	709
Illinois.....	203,666	....	3	29,412	6,763	368
Missouri.....	70,353	350	....	373,121	4,015	1,134
Arkansas.....	176,617	34	....	37,047	3,805	343
Michigan.....	392,325	....	145	54,232	6,483	320
Florida.....	20,346	....	....	7,004	....	6
Wisconsin.....	202,239	1	....	124,776	3,562	593
Iowa.....	50,280	25	....	33,694	....	67
District of Columbia.....	....	....	....	....	....	....
Total value.....	12,943,507	619,106	15,9354	1,065,869	529,580	22,042

Lumber of various kinds, naval stores (such as tar, pitch, turpentine, and rosin), pot and pearl ashes, skins and furs, ginseng, and oak bark, and other dyes, constitute what are usually called the products of the American forest. The term *lumber* comprises boards, plank, scantling, and *timber* for masts, spars, and buildings, and those of minor importance, as staves and heading, hoops and poles. In 1770, the official value of the different kinds of lumber exported from the United States, amounted to about 154,637*l.* sterling, or 686,588 dollars. From 1803 to 1807, the annual average value exceeded 2,500,000 dollars; and, from 1820 to 1830, it declined to about 1,784,000 dollars. Naval stores have long been an object with the Americans, not only for home consumption, but for exportation. Before they were produced in her North American possessions, England obtained her naval stores from the north of Europe; and, principally, from the pitch and tar company of Sweden.

About the year 1703, this company attempted to create a high monopoly price for tar, and other naval articles, by prohibiting their exportation, except in the ships of the company.

This attempt induced Great Britain to grant, by the 3rd and 4th Anne, a bounty of 4*l.* per ton on the importation of tar and pitch, and of 3*l.* per ton on the importation of rosin and turpentine, from the American colonies.

In 1770, the value of naval articles exported, from the American plantations, amounted to about 34,693*l.* sterling. In 1761, a society, instituted in London for the encouragement of arts, manufactures, and commerce, offered large premiums

to those who should import the greatest quantity of pot and pearl ashes from the North American colonies. Treatises, giving directions as to the mode of making them, were, about the same time, distributed among the colonists. In 1770, the value of these articles, exported from North America, was estimated at 64,660*l.* 9*s.* 2*d.* sterling.

Furs and skins have always constituted a portion of American exports. In 1770, the official value of furs exported, from all the North American colonies, including Canada, was 149,224*l.* 14*s.* 8*d.* sterling. From 1791 to 1803, the annual average value was about 300,000 dollars. A considerable proportion of the furs exported from the United States were brought from Canada. Ginseng, a root highly valued in China, has long been known in North America, and has become an export of considerable value. Oak and other bark and wood, for tanning and dyeing, have also become articles of export, of some value.

THE Values of the Exports, the Produce of the Forest, from 1803 to 1844, have been as follows:—

YEARS.	Lumber of all kinds.	Naval stores.	Pot and Pearl ashes.	Furs and skins.	Ginseng.	Oak bark and other dyes.	Total value.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1803.....	2,800,000	460,000	735,000	500,000	100,000	225,000	4,850,000
1804.....	2,540,000	322,000	610,000	956,000	81,000	68,000	4,630,000
1805.....	2,007,000	702,000	776,000	967,000	148,000	61,000	5,261,000
1806.....	2,405,000	409,000	535,000	841,000	139,000	42,000	4,861,000
1807.....	2,637,000	335,000	1,490,000	852,000	143,000	19,000	5,476,000
1808.....	723,000	162,000	408,000	161,000	.....	5,000	1,399,000
1809.....	1,843,000	737,000	1,500,000	323,000	136,000	29,000	4,583,000
1810.....	2,537,000	473,000	1,579,000	177,000	140,000	72,000	4,978,000
1811.....	3,105,000	643,000	752,000	314,000	79,000	112,000	5,286,000
1812.....	1,638,000	490,000	333,000	123,000	10,000	107,000	2,701,000
1813.....	636,000	91,000	204,000	58,000	.....	118,000	1,107,000
1814.....	238,000	31,000	217,000	22,000	39,000	3,000	570,000
1815.....	1,835,000	455,000	865,000	409,000	10,000	336,000	3,010,000
1816.....	4,064,000	708,000	1,630,000	553,000	.....	308,000	7,293,000
1817.....	3,190,000	345,000	1,697,000	688,000	102,000	186,000	6,384,000
1818.....	2,565,000	537,000	1,275,000	808,000	271,000	202,000	5,631,000
1819.....	2,460,000	376,000	1,419,000	481,000	39,000	16,000	4,927,000
1820.....	3,203,000	292,000	952,000	575,000	174,000	108,000	5,301,000
1821.....	1,512,808	314,800	880,318	766,205	171,786	139,534	3,701,341
1822.....	1,307,670	447,869	1,090,053	601,302	313,943	143,705	3,815,512
1823.....	1,335,000	457,602	1,770,323	672,917	150,970	111,333	4,408,911
1824.....	1,734,586	555,055	1,614,796	661,155	229,080	95,071	4,889,616
1825.....	1,717,571	463,897	1,994,381	521,692	141,569	93,409	4,938,949
1826.....	2,011,694	254,491	900,458	582,473	137,011	65,120	3,951,250
1827.....	1,697,170	403,189	643,171	441,690	79,560	79,884	3,343,970
1828.....	1,821,909	487,761	761,370	626,235	91,161	161,175	3,889,671
1829.....	1,680,403	377,613	817,434	526,507	114,396	105,106	3,681,739
1830.....	1,846,010	321,010	1,105,127	641,670	67,872	220,375	4,192,004
1831.....	1,688,076	307,087	935,613	750,238	115,928	99,116	4,263,477
1832.....	2,190,707	476,291	930,398	591,909	59,545	52,911	4,317,791
1833.....	2,250,852	483,712	811,398	811,933	183,191	93,009	4,086,389
1834.....	2,443,304	523,390	657,500	797,844	70,922	71,747	4,157,997
1835.....	3,320,037	567,506	571,391	739,953	94,960	73,877	5,397,004
1836.....	2,791,023	912,376	723,696	663,692	211,405	68,758	5,361,740
1837.....	3,059,549	823,119	731,596	164,908	109,398	86,443	4,771,007
1838.....	2,554,507	703,894	710,391	633,915	36,632	161,694	4,680,000
1839.....	2,691,703	688,800	620,369	319,561	118,006	309,696	4,739,035
1840.....	2,607,336	602,529	523,193	1,237,789	24,728	229,510	5,323,083
1841.....	3,423,286	684,514	573,626	993,292	437,245	153,519	6,204,852
1842.....	3,118,916	743,320	882,711	598,487	63,702	111,087	5,523,203
1843*.....	1,648,271	473,337	541,004	453,869	193,670	39,538	3,323,083
1844.....							

* For the nine months ending 30th of June only.

For exports of the products of the forests, from the United States to the British dominions, see Navigation and Trade between the United Kingdom and the United States hereafter.

CHAPTER VI.

AGRICULTURE AND AGRICULTURAL PRODUCTS OF THE UNITED STATES.

THE agriculture of the United States of America is as variable as its climates. The following account of it we have grounded on the best practical American authorities, who generally deprecate the backward and slovenly condition of American husbandry; and upon our personal observations on the subject.*

We do not, however, generally agree with them, for we know many extensive districts in England, and on the continent of Europe, where far more ignorant and careless husbandry prevails than in the United States of America, or in the British North American possessions. In giving a brief statistical account of the agriculture of America, we must confine our limits, *first*, to the wheat and other grain-growing countries; *second*, to the countries where cotton, tobacco, rice, and sugar, are the staple crops.

Before the close of the revolutionary war, very little cotton and no sugar-cane were cultivated. As to the former depressed state of husbandry, and the progress of its improvement, we find some difference of opinion among the American writers on agriculture. "It is, indeed, a lamentable truth," says Mr. Watson, "that, for the most part, our knowledge and practice of agriculture, at the close of the revolutionary war, were in a state of demi-barbarism, with some solitary exceptions. The labours, I may say, of only three agricultural societies in America, at that epoch, conducted by ardent patriots, by philosophers, and gentlemen, in New York state, Philadelphia, and Boston, kept alive a spirit of inquiry, often resulting in useful and practical operations; and yet these measures did not reach the doors of practical farmers to any visible extent. Nor was their plan of organisation calculated to infuse a spirit of emulation, which county or state should excel in the honourable strife of competition in discoveries and improvements, in drawing from the soil the greatest quantum of net profits within a given space; at the same time, keeping the land in an improving condition, in reference to its native vigour. These results, and the renovation of lands exhausted by means of a barbarous course of husbandry, for nearly two centuries, are the cardinal points now in progression in our old settled countries, stimulated by the influence of agricultural societies. Nor did their measures produce any essential or extensive effects in the improvement of the breeds of

* Washington, considering the then state of agriculture in Europe, was a skilful agriculturist in America. Livingston, Powell, and Judge Buel, have been great benefactors. The reports of the latter — "American Husbandry," by Messrs. Willis Gaylord, and Luther Tucker, "The Cultivator," "The Genessee Farmer," "The Book of the United States," "The Official Returns to Congress," The Reports of Henry L. Ellsworth, Esq., The Reports of New York, Massachusetts, and other Agricultural Societies, "The Farmers' Instructor," by Judge Buel, "The Cultivation of Cotton," by Mr. Seabrook, President of the Agricultural Society of South Carolina; various private communications and personal observations, are our authorities for this account of the agriculture of the United States of America.

domestic animals ; much less in exciting to rival efforts the female portion of the community, in calling forth the active energies of our native resources in relation to household manufactures. The scene is now happily reversed in all directions. Perhaps there is no instance, in any age or country, where a whole nation has emerged, in so short a period, from such general depression, into such a rapid change in the several branches to which I have already alluded ; in some instances, it has been like the work of magic."

The early neglect of agriculture is traced to various causes. The first settlements were made along the shores of the ocean and bays, or on the banks of rivers. The population was scattered along the sea coast, where enterprise was directed, as the readiest means of employment to the fisheries and navigation. The cultivation of the soil was limited to the production of the necessities of life. Agriculture did not generally attract industry, though it was found far more certain than other pursuits. The more immediately lucrative pursuits of trade and navigation, were preferred to the more enduring labour of cultivating the soil, and, to the more distant time required to await its profits, or casualties.

When we, however, consider the formidable and disheartening difficulties that the wilds of America have presented, and, in the remote districts of America, still present to the new settler, we are not surprised at the slow, but at the comparatively rapid, progress of agriculture.

It is curious and interesting to observe the progress which a new settler makes in clearing and cultivating a wood farm, from the period he commences in the forests until he has reclaimed a sufficient quantity of land to enable him to follow the mode of cultivation which is practised in old agricultural countries. As the same course is, with little variation, followed by all new settlers in every part of America, the following description, which we drew from observation, may be useful to those who are about to emigrate.

The first object is to select the farm among such vacant lands as are most desirable ; and, after obtaining the necessary tenure, the settler commences (the nearest inhabitants usually assisting him) by cutting down the trees on the site of his intended habitation, and those growing on the ground immediately adjoining. This operation is performed with the axe, by cutting a notch on each side of the tree, about two feet above the ground, and rather more than half through on the side on which it is intended the tree should fall.

The trees are all felled in the same direction ; and, after lopping off the principal branches, cut into ten or fifteen feet lengths. On the spot on which his dwelling is to be erected, these junka are all rolled away, and the smaller parts carried off or burnt.

The habitations which the new settlers first erect, are all nearly in the same style, and constructed in the rudest manner. Round logs, from fifteen to twenty feet long, without the least dressing, are laid horizontally over each other,

and notched in at the corners to allow them to come along the walls within about an inch of each other. One is first laid on each side to begin the walls, then one at each end, and the building is raised in this manner by a succession of logs crossing and binding each other at the corners, until seven or eight feet high. The seams are closed with moss or clay; three or four rafters are then raised to support the roof, which is covered with boards, or, with the rinds of birch or spruce trees, bound down with poles tied together with withes. A wooden frame work, placed on a foundation of stone, roughly dressed, is raised a few feet from the ground, and leading through the roof with its sides closed up with clay and straw kneaded together, forms the chimney. A space large enough for a door, and another for a window, is then cut through the walls; and, in the centre of the cabin, a square pit or cellar is dug, for the purpose of preserving potatoes or other vegetables during winter. Over this pit a floor of boards, or of logs hewn flat on the upper side, is laid, and another over head to form a sort of garret. When a door is hung, a window-sash with six, nine, or sometimes twelve panes of glass is fixed, a cupboard and two or three bed stocks put up; the habitation is then considered ready to receive the new settler and his family. Although such a dwelling has nothing attractive in its appearance, unless it be its rudeness, yet it is by no means so uncomfortable a lodging as the habitations of the poor peasantry in Ireland, and in some parts of England and Scotland. New settlers who have the means build much better houses at first, with two or more rooms; but the majority of emigrants live for a few years in habitations similar to the one here described; after which, a good comfortable house is built by all steady, industrious settlers.

When the occupant or first settler of new land or forest finds himself in comfortable circumstances, he builds what is styled a frame house, composed of timber, held together by tenons, mortices, and pins, and boarded, shingled, and clapboarded on the outside, and often painted white, sometimes red. Houses of this kind generally contain a dining-room and kitchen, and three or four bed-rooms on the same floor. They are rarely destitute of good cellars, which the nature of the climate renders almost indispensable. The farm-buildings consist of a barn, proportioned to the size of the farm, with stalls for horses and cows on each side, and a threshing-floor in the middle; and the more wealthy farmers add a cellar under the barn, a part of which receives the manure from the stalls, and another part serves as a store-room for roots, &c., for feeding stock. What is called a *corn-barn* is likewise very common, which is built exclusively for storing the ears of Indian corn. The sleepers of this building are generally set up four or five feet from the ground, on smooth stone posts or pillars, which rats, mice, or other vermin cannot ascend.

Previous to commencing the cultivation of woodlands, the trees which are cut down, lopped, and cut into lengths are, when the proper season arrives

(generally in May), set on fire, which consumes all the branches and small wood. The logs are then either piled in heaps and burnt, or rolled away for making a fence. Those who can afford it, use oxen to haul off the large unconsumed timber. The surface of the ground and the remaining wood is all black and charred : and working on it, and preparing the soil for seed, is as disagreeable, at first, as any labour in which a man can be engaged. Men, women, and children, must, however, employ themselves in gathering and burning the rubbish, and in such parts of labour as their respective strengths adapt them for. If the ground be intended for grain, it is generally sown without tillage over the surface, and the seed covered in with a hoe. By some a triangular harrow, which shortens labour, is used instead of the hoe, and drawn by oxen. Others break up the earth with a one-handled plough, the old Dutch plough, which has the share and coulter locked into each other, drawn also by oxen, while a man attends with an axe to cut the roots in its way. Little regard is paid, in this case, to make straight furrows, the object being no more than to break up the ground. With such rude preparation, however, three successive good crops are raised on fertile uplands without any manure ; intervale lands, being fertilised by irrigation, never require any. Potatoes are planted (in new lands) in round hollows, scooped with the hoe four or five inches deep, and about forty in circumference, in which three or five sets are planted and covered over with a hoe. Indian corn, pumpkins, cucumbers, peas, and beans, are cultivated in new lands, in the same manner as potatoes. Grain of all kinds, turnips, hemp, flax, and grass seeds, are sown over the surface, and covered by means of a hoe, rake, or triangular harrow ; wheat is usually sown on the same ground the year after potatoes, without any tillage, but merely covering the seed with a rake or harrow, and followed the third year by oats. Some farmers, and it is certainly a prudent plan, sow timothy and clover seed the second year, along with the wheat, and afterwards let the ground remain under grass, until the stumps of the trees can be easily got out, which usually requires three or four years. With a little additional labour, these obstructions to ploughing might be removed the second year, and there appears little difficulty in constructing a machine on the lever principle, that would readily remove them at once. The roots of beech, birch, and spruce, decay the soonest : those of pine and hemlock seem to require an age. After the stumps are removed from the soil, and those small natural hillocks called cradle hills, caused by the ground swelling near the roots of trees in consequence of their growth, are levelled, the plough may always be used, and the system of husbandry followed that is most approved of in England or Scotland. The foregoing remarks we drew up, from our observations on husbandry, in the counties north of Pennsylvania.

The following extracts on the subject of clearing lands is extracted from observations by Samuel Preston, of Stockport, Pennsylvania, a very observing cultivator. Previous to undertaking to clear land, Mr. Preston advises,—“1st.

Take a view of all large trees, and see which way they may be felled for the greatest number of small trees to be felled alongside or on them. After felling the large trees, only lop down their limbs ; but all such as are felled near them should be cut in suitable lengths for two men to roll and pile about the large trees, by which means they may be nearly all burned up, without cutting into lengths, or the expense of a strong team to draw them together. 2ndly. Fell all the other trees parallel, and cut them into suitable lengths, that they may be readily rolled together without a team, always cutting the largest trees first, that the smallest may be loose on the top, to feed the fires. 3rdly. On hill sides, fell the timber in a level direction ; then the logs will roll together but if the trees are felled down hill, all the logs must be turned round before they can be rolled, and there will be stumps in the way. 4thly. By following these directions, two men may readily heap and burn most of the timber without requiring any team ; and perhaps the brands and the remains of the log heaps may all be wanted to burn up the old fallen trees. After proceeding as directed, the ground would be clear for a team and sled to draw the remains of the heaps where they may be wanted round the old logs. Never attempt either to chop or draw a large log, until the size and weight are reduced by fire. The more fire-heaps there are made on the clearing the better, particularly about the old logs, where there is rotten wood.

“ The best time of the year to fell the timber, in a great measure, depends on the season’s being wet or dry. Most people prefer having it felled in the month of June, when the leaves are of full size. - Then, by spreading the leaves and brush over the ground (for they should not be heaped), if there should be a very dry time the next May, fire may be turned through it, and will burn the leaves, limbs, and top of the ground, so that a very good crop of Indian corn and pumpkins may be raised among the logs by hoeing. After these crops come off, the land may be cleared and sowed late with rye and timothy grass, or with oats and timothy in the spring. If what is called a *good burn* cannot be had in May, keep the fire out until some very dry time in July or August ; then clear off the land, and sow wheat or rye and timothy, harrowing several times, both before and after sowing ; for, after the fire has been over the ground, the sod of timothy should be introduced as soon as the other crops will admit, to prevent briars, alders, fire-cherries, &c., from springing up from such seeds as were not consumed by the fire.

“ The timothy should stand four or five years, either for mowing or pasture, until the small roots of the forest trees are rotten ; then it may be ploughed ; and the best mode which I have observed, is to plough it very shallow in the autumn ; in the spring, cross-plough it deeper, harrow it well, and it will produce a first-rate crop of Indian corn and potatoes, and, the next season, the largest and best crop of flax that I have ever seen, and be in order to cultivate with any kinds of grain, or to lay down again with grass. These directions are to be understood as

applying to what are generally called *beech lands*, and the chopping may be done any time in the winter, when the snow is not too deep to cut low stumps, as the leaves are then on the ground. By leaving the brush spread abroad, I have known such winter choppings to burn as well in a dry time in August, as that which had been cut the summer before.”—*Encyclopediu Americana*.

Wherever a settlement is formed amidst the woodlands, and some progress is made in the clearing and cultivation of the soil, it begins gradually to develop the usual features of an American village. First, a saw mill, a grist mill, and a blacksmith's shop appear; then a school house, and a place of worship; and in a little time the village doctor, and pedlar with his wares, introduce themselves.

A saw mill, of itself, soon forms a settlement, for, attached to it, must be a blacksmith's forge, dwellings for carpenters, millwrights, and labourers, stables and ox houses. A shop and tavern are also sure to spring up close to it; tailors and shoemakers are also required.

In adverting to the circumstances which have retarded agricultural improvements in the United States, the following remarks occur in a very useful work, lately published on American husbandry,* “Coming, as the first colonists did, direct from the British Isles, and the intercourse with that country having continued, with only two slight interruptions, up to the present time, it follows, as a matter of course, that our modes of thinking and acting should be in a great degree fashioned by those of the fatherland. This is easily observable in our literature and our laws, and not less strikingly so in our agriculture. With some few modifications, then, such as may be traced to climate or the different social conditions of the two countries, the agriculture of the United States may be said to resemble that of England very closely.”

The above remark is the more strictly true as relating to the Atlantic States north of Carolina, to part of Vermont, and the portions of New York and Pennsylvania, west of the Alleghany mountains. We could apply them also to the agricultural districts of Nova Scotia, New Brunswick, Upper Canada, parts of Lower Canada, and especially to Prince Edward Island.

The authors of the work here quoted on American husbandry, proceed:—

“The question has been not unfrequently asked, How far are farmers in the United States justified in following the example and practices of British agriculturists? This question assumes an importance it would not otherwise possess, were it not a fact that we look with great interest to the results of agriculture in that country; that most of our standard agricultural works are from that side of the Atlantic; that the wealth and resources of England are such as to render that island a great theatre of experiments; and that the arts and the sciences which can be brought to bear on the cultivation of the soil, are far more extensively diffused and better understood there than here. Having the same Anglo-Saxon descent, the influence of England is felt in every department of our social condition; in our religion, literature, and laws; and, perhaps, is as potent as anywhere in the usages and practices that belong to the cultivation of the earth. In our implements used on the farm, we copy from English models; in improving our breeds of horses, sheep, and cattle, we look to stock imported from England; in our horticulture and floriculture we follow the

* “American Husbandry,” by Willis Gaylor and George Tucker, New York.

example of English planters and gardeners ; and in our farming operations, in culture, and in the selection of grains, the influence of that country is paramount. It is necessary, then, to inquire how far we may safely follow such an example, and in what respects we ought to deviate, or when it becomes necessary to do so.

"To determine this question correctly, it is necessary to take into consideration the position of the two countries, so far as regards climate, soil, and population, and their influence on plants and the prices of labour. In general, it may be laid down as a correct position, that the difference between the soils of the two countries is not of a kind to render any difference of culture important.

"To the turnip may be traced the great improvements made in raising cattle and sheep in Britain, as the vast amount of food thus produced from an acre enables the cultivator to enlarge his flocks or herds to any desirable extent, and, by rapid or comparative feeding, to exhibit their several qualities. In this country we have hardly begun to appreciate the value of the root-crop. Public-spirited and intelligent farmers have endeavoured to bring the subject to the notice of their fellow-tillers of the soil, but deep-rooted prejudices, and a dread of innovation, have in most instances made the effort up-hill work, and, as yet, productive of comparatively little effect. Still the ice has been broken ; an impression—a favourable one, we believe—has been made on public sentiment ; and when we remember that a long series of years was necessary to place the root-culture on a firm foundation in England, we see no reason to despair of a like triumph over incorrect notions and the production of similar benefits here.

"Population, by justifying, or, rather, compelling English farmers to adopt peculiar systems of farming, may be said to create a wider difference between the agriculture of the two countries than any arising from the soil.

"But it is to climate that the principal points of difference in the agriculture of the two countries must be traced ; and this is what should be kept most distinctly in view when comparisons between English agriculture and our own are instituted. England, though in the latitude, and most of it north of Quebec, has a milder climate than our middle states ; and this fact should not be lost sight of in adapting the agriculture of that country to this. In the United States (we speak particularly now of the northern and middle states, as it is these that are more influenced by English agriculture than the south), the summers are much hotter and the winters much colder than in England : hence some plants that require a great degree of heat will succeed better here than there ; while many plants will bear the winters of England in the open air, that perish when exposed without protection to the intense cold of our winter months. A great number of thermometrical observations show that the average temperature of the three months of January, February, and March, in England, is about 37 deg., 42 deg., and 47 deg., and that of the three months of June, July, and August, about 63 deg., 66 deg., and 65 deg. The average difference between the highest and the lowest temperature per month will not exceed more than 6 deg. or 8 deg., those sudden and extreme changes to which our climate is subject being unknown there. In the valley of the Genessee, near Lake Ontario, the average for the three winter months gives about 24 deg., 26 deg., and 36 deg., and for the three summer months, 71 deg., 73 deg., and 72 deg. ; the mean average of several years is 49 deg., and the range of the thermometer about 100 deg. In this country we have changes of from 30 deg. to 40 deg. in twenty-four hours : there the greatest rarely exceeds 6 deg. or 8 deg. There, also, the thermometer seldom descends but a few degrees below the freezing point, while here it is below for weeks or months together. Indeed, it is probable that, in the colder parts of the United States, the thermometer falls below zero as often as it does in England below 32 deg.

"This statement will show that there must be a material difference between the agricultural operations proper to two countries so situated, as far as those operations can be affected by climate. To give a single instance : Indian corn, it is ascertained, cannot be grown in any country where the thermometer for more than one month is not above 70 deg. ; and that in a temperature of 75 deg., or 80 deg., it arrives at its greatest perfection. This is the reason why, notwithstanding all the efforts made to introduce corn into Great Britain, it has proved a complete failure. It is not killed with the frost there as here ; but the degree of heat will not bring it to maturity during the summer months. Mr. Cobbett was

confident he should succeed, and did grow some tolerable crops of early Canadian ; but, like some trees which flourish and mature their seeds here, but will not ripen in England, the corn would not in all cases mature so as to vegetate, and, in spite of his boastings, he was compelled to abandon the culture. On the contrary, wheat is a crop that requires a lower temperature than maize, and is not adapted to a hot, dry climate. Great Britain is, therefore, one of the best wheat countries on the globe, and, perhaps, produces, in proportion to the land in tillage, a greater amount than any other. The low temperature and moist climate of England is found to agree with this plant perfectly. Scotland is too cold ; but no part of the island is too hot, as is the case with a considerable portion of our southern states.

"To this difference of climate must be attributed the difficulty we have found in the United States in growing hedges from such shrubs or trees as are used in England for this purpose. From witnessing their excellent effect and beautiful appearance there, it was perfectly natural that we should adopt the same plants for the same object here ; but, after the repeated and persevering efforts of fifty years, it may be questioned whether there are five miles of tolerable hedge, from imported varieties of thorn or holly plants, in the United States. The difference between the moist, temperate, and equable climate of England and the hot, dry, variable climate of this country, seems to have been overlooked ; when a recollection of this fact would have convinced any one acquainted with the physiology of plants that our seasons must be fatal to English hedges. Whether there are any of our native plants that will supply this desideratum, remains to be seen.

"The worst effect which our variable climate and intense cold have on our agriculture, when compared with that of England, is their influence on our wheat crop. The heaving out of the roots of wheat and clover plants by the expansion of frost, and which is here the most fatal in the spring of the year, when the surface thaws by day and freezes by night, is something which agriculturists in that country are rarely called to guard against, and which, of course, never enters into their calculations in the preparation of their soil. Here it is advisable, in all cases, to guard against the evil by such a system of ploughing and manuring as shall most effectually obviate the danger arising from this source.

"The causes which, in our opinion, have tended more than any others to depress agriculture, and prevent its receiving the attention it demands, as well as to reduce the profits which should reward the labourer, are the following : First, a want of respect in the agricultural interest for their own profession. There is a feeling in certain portions of the community (principally among those who have done nothing to increase the productive capital of the country themselves, and who may be termed the drones of the social compact), that personal labour is disgraceful, and that the cultivator of the soil is little better than a slave. Strange as it may seem, this feeling may be said to be promoted and perpetuated by the conduct of farmers themselves. There are too many men among us—men who have good farms, and who might employ their sons upon them, with the certainty that honourable competence would be the result—who prefer to see them exposed to the fluctuations and uncertainties of mercantile life, or involved in the temptations and perplexities of professional life, rather than honest, high-minded, intelligent cultivators of the soil. For this evil, and it is a serious one, the remedy is with the farmer. His sons should be well educated ; but they should be taught to feel, what in fact is the case, that in the actual dignity and usefulness of their profession, the farmer has few equals and no superior.*

* The following extract, written some years ago, will show that the evil complained of was not confined to the United States :—

"The cultivation of the soil of Nova Scotia was long neglected for other pursuits ; it was even considered as disreputable, as if a portion of that spirit had been transplanted to the colony, which in Europe, during the feudal times, viewed husbandry as a degraded employment, in which villains or slaves should alone be engaged. A ridiculous pride certainly prevailed for a long time, and still, in some measure, exists in America, which showed itself by holding rural labour in contempt. This has been the principal cause of poverty among the old settlers, who, when any other employment offered, generally escaped from the occupation of husbandry.

"Strange as it may appear in England, where such opinions will be laughed at, the petty shop-keeper, who retailed rum, sugar, and tea ; the pedlar who carried about tape, thread, needles, paid pins ; the keeper of a common tavern, or dram-shop ; the constables who served the w^{rs}, in

"The second cause of the depressed state of agriculture in the United States is the inattention of farmers in selecting the best breeds of animals for their yards, and the best seeds for planting. In these two respects there is the greatest room for improvement; and the necessity of entering at once upon a course of reform cannot be too earnestly pressed upon our cultivators.

"Another, and third cause of the low state of agriculture, is the too general want of knowledge among farmers of the scientific principles which govern it."

We have, in the account of each state, territory, and district of the United States, described the soil of each. In a general view of the agriculture of all, it may be interesting to class the whole country in regions, with regard to the soil and its productions.

The *first* of these regions comprise the six New England states; the *second*, New York, and the middle *Atlantic states*; the *third*, the northern Western states; the *fourth*, the Atlantic, or cotton and rice growing states; the *fifth*, the lower and southern Mississippi, or cotton and sugar growing states. With respect to the fertility and products of these regions, the following extracts, from an article on the agriculture of the United States, in "Hunt's Magazine," are interesting:—

"Taking the six states of New England, which are limited in their territory, we find, that although the soil is of primitive formation, and much broken by hills and ledges of rocks, the common grains, such as rye, corn, buckwheat, potatoes, and most of the garden vegetables, are produced upon its hill-sides and in its valleys to a considerable extent, which may be much increased by improved methods of culture, although a large portion of its surplus population is annually drained off to the more productive lands of the new states of the west. The state of Massachusetts, however, has exceeded all other of the New England states, in a better form of husbandry. There, not only has greater attention been paid to this interest as a science, but the influence of that improvement is experienced in the greater abundance and the superiority of its crops. Passing to the state of New York, we find the advantages furnished by the interest of agriculture most signally displayed. In that wide alluvial soil, stretching away from the banks of the Hudson to the shores of Lake Erie, the surface of the territory, throughout nearly its entire extent, is checkered with prosperous farms, tilled by an agricultural population which is probably exceeded by that of no other portion of the country, in the independence and solid comfort which they enjoy—a condition that is principally derived from the cultivation of the soil. In that condition, indeed, we perceive the benefits which might be diffused throughout the whole country, were this species of enterprise more widely extended. The production of wheat alone in this state yields a vast revenue to its producers; and the flour which is poured out from its mills, and the quantity of beef, pork, and other products of stock-husbandry, as

summons of the justice of peace, and the cheating horse-dealer; in short, all who made a living by scheming or rascality, considered themselves much more important persons than the truly more respectable, and assuredly more honest, man who cultivated his own lands.

"Unfortunately, many of the farmers themselves considered the cultivation of the soil so far beneath them, that they only held the plough from necessity, as a degraded employment, while their sons skulked from rural labour to the woods, or to seek for employment on board of the coasting vessels:—the daughters, also, were ashamed of being found engaged in the dairy, or assisting in the occupations of haymaking and harvest.

"Great, however, as the change and improvement in the agriculture of the province has been, we must yet consider farming, comparatively speaking, in a rude state.

"There still exists a lazy attachment to the make-shift system—an absence of neatness, amidst luxuriant vegetation. In short, the mere means of living are too easily obtained; and, when this is the case, the stimulus of improvement and the attainment of order seems to cease. Time, it has a great increase of population, will alone create an effective change."—*McGregor's British degree* 2^d, Vol. II.

well as grains and vegetables, which fill the channel of the Hudson, supply the wants of the villages upon its banks, and the great metropolis at its mouth. Passing towards the south, we reach the territory of Western Pennsylvania, cultivated with pains-taking thrift by Dutch farmers, a source of no inconsiderable wealth to the state. Arriving in Maryland, we enter upon a soil which, while it produces most of the grasses and grains of the north, in as great abundance as even the state of New York, yields also the tobacco; and, from that state, through Virginia, North Carolina, South Carolina, Georgia, and Florida, we have a territory which stretches away in plain and valley, inviting the labours of the plough, and giving, in return, not only the vegetable products of the north, but also those great staples, rice, tobacco, and cotton.

"Nor are the agricultural advantages of this portion of our territory, however great, equal to those furnished by the soil of the west. The valley of the Mississippi, or that domain which extends from the head of Lake Superior to New Orleans, watered by about 3000 miles of that great river, spreads out a more fertile territory than that of any other portion of the globe. The oak-lands, extending through Michigan to the borders of the lakes, the prairies of Illinois, the deep mould which stretches from the southern borders of the lakes beyond both banks of the Ohio, the forests of Kentucky, and the numerous states organised along the Mississippi, the Illinois, and the Missouri, from the rugged cliffs of Lake Superior to the cotton and sugar plantations of Louisiana and Alabama, develop a field for agriculture which almost bewilders us by its magnitude.

"The relative proportion of the agricultural production of the different states, may be clearly ascertained from the census which has been ordered, by act of Congress, to be taken. It would seem, that as a wheat-growing state, Ohio stands first in rank; the amount of that product which it yields being about 16,000,000 bushels. The next in importance is Pennsylvania, the annual product of which is 13,000,000 bushels. New York ranks the third, producing 11,000,000 bushels; and Virginia the fourth, producing 10,000,000 bushels. The state of Tennessee has yielded the largest annual crop of Indian corn; the product of that state being estimated at 42,000,000 bushels; Virginia has produced 34,000,000 bushels, Ohio 33,000,000 bushels, Indiana 28,000,000 bushels, Illinois 22,000,000 bushels, Alabama 18,000,000 bushels, Georgia 17,000,000 bushels, and Missouri 15,000,000 bushels. In the production of potatoes, New York seems to bear the palm, having yielded 30,999,000 bushels; next comes Maine, with a crop of 10,000,000 bushels; and she is followed by Pennsylvania, with 8,000,000 bushels. In the production of cotton, Mississippi leads the way with 289,000,000 lbs.; Alabama succeeds, with 240,000,000 lbs.; Georgia follows, with 148,000,000 lbs.; South Carolina comes afterwards, with 134,000,000 lbs.; Tennessee follows, with 128,000,000 lbs.; Louisiana yields 87,000,000 lbs.; Arkansas 23,000,000 lbs.; and Virginia 10,000,000 lbs. In the production of sugar, it would also appear that Louisiana has yielded the largest amount, having produced 249,000,000 lbs.; and New York comes next, in the manufacture of that which is derived from the maple, yielding, as we are informed, from her own forests, 70,000,000 lbs. In the production of swine, Tennessee stands first, having 2,795,000; while Ohio has furnished 2,000,000. In the production of wool, also, New York ranks first; and that state is soon followed in successive order by Ohio, Vermont, Pennsylvania, and Virginia. In the production of tobacco, the state of Tennessee, also, appears to rank first, yielding the amount of 26,000,000 lbs., Maryland is next, with 18,000,000 lbs., and Virginia, with 14,000,000 lbs., follows. In the production of lumber, also, New York has exceeded any other state, producing that article to the value of 3,788,000 dollars. This state is soon followed by Maine, the alleged valuation of whose lumber is 1,808,000 dollars. So, also, in the products of the orchard, the palm is given to New York; the value of this species of product derived from her soil being 1,732,000 dollars. In the products of the dairy, New York is found at the head of the column, producing from this source the value of 10,000,000 dollars; and that state is soon succeeded by Vermont, which derives, from the same source, the value of 4,892,000 dollars.

"It is, indeed, extraordinary, when we consider how certainly the application of science to the art of agriculture increases the amount and value of its products, and a proper attention to stock-husbandry improves the breed of cattle, that more attention is not paid to the subject in our own country. We have annual exhibitions of cattle, called fairs, in

which, it must be granted, that noble specimens of this species of stock are displayed ; but little has been done, compared with what ought to be done, when we reflect upon the magnitude and importance of our agricultural interest. There are many farmers, both at the east and west, who, with a laudable enterprise, have imported numerous valuable specimens of farming stock ; and we know that there are numerous agriculturists in the heart of Kentucky, Tennessee, and Ohio, upon a domain which we of the east are too apt to term a wilderness, who drive from their barn-yards specimens of sheep, horses, and cattle, which would surprise the less ambitious husbandmen of many of our eastern states. But notwithstanding the too great neglect of this branch of our agricultural interest, which we denominate stock-husbandry, our advance, in this respect, of late years, has been obvious and marked ; and this improvement is manifest to every one who will compare the quality of our sheep and cattle with those of the same general species which formerly existed in our own country. Liberal and enterprising gentlemen, adopting the pursuit of agriculture from taste and inclination, and disposed to spread widely the benefits of improved husbandry, have imported at their own expense, from abroad, some of the best species of horses and cattle. As early as 1802, the first importation of merino sheep into this country was made by Colonel Humphreys, of the state of Connecticut, and Chancellor Livingston, of New York. Several companies have been also formed in the states of Ohio and Kentucky, composed of gentlemen of fortune, who have made it an important object to import from Europe the best stock, both of cattle and sheep ; and the farming interest of the country is indebted to Messrs. George and Thomas Searle, of Boston, who, in 1824, imported that beautiful and valuable species of sheep, the Saxony, into the east, it having been introduced into the west seven years previously ; and to Van Rensselaer and Corning, of New York ; Powell, of Pennsylvania ; and Cushing, of Massachusetts, for similar services ; the last-named gentleman having not only imported the best stock, but distributed them among the farmers of his vicinity ; deriving, as the sole consideration, the conviction that he had conferred solid advantages upon the agricultural interest of the nation. There are other individuals who have performed similar services."

Great improvements are, however, making in the agricultural as well as in the rearing of live stock, and valuable information on the subject will be found in the Transactions of the New York and other Agricultural Societies, to which our limits will scarcely more than allow us to refer.

The following remarks on the crops of the United States are extracted chiefly from the Reports for 1843, of Henry L. Ellsworth, Esq., Commissioner of Patents, on the Improvements in Agriculture and the Arts, and the statistical tables are all arranged and condensed from voluminous official returns.

PROGRESS OF AGRICULTURAL IMPROVEMENT.

"The progress of improvement in agriculture, though gradual, is yet steady. The importance of this branch of industry is beginning to be more and more appreciated. The whole country is more or less interested in it, as it furnishes, besides what is consumed at home, at least three-fourths of all the exports of the United States.—The vast public domain of unsold lands, too, will be affected by this progress, and its value proportionably advanced. It may be well here to mention some of the principal sources of this improvement.

"*Causes of Improvement.*—The geological surveys ordered and in progress, or recently completed, in many of the states, besides the other important benefits thereby conferred on those states, have contributed much to advance the science of husbandry.

"These, in connexion with the experiments of agricultural chemistry, by thus directing the attention to their analysis, are developing the nature of the soils and their adaptation and means of increased production, by different seeds, products, and methods of cultivation and manures, and so enable the farmer or planter to use the varieties of his land to the best advantage.

"The increasing number of agricultural periodicals and treatises, and their cheap and

more extensive circulation throughout the land, are also producing a happy effect. The farmers and planters in the various sections of our country are thus brought acquainted with each other's operations and success, and also with the methods of cultivation and rearing of stock, &c., common in England and on the continent, new products and the result of their trial are noticed, and the knowledge of many useful discoveries thus extended. The prejudice against 'book farming,' as it has been termed, which has so long proved a barrier to the adoption of valuable improvements thus suggested, is gradually wearing away; and a happy combination of science and practical skill is thus secured, the results of which are every year becoming more and more apparent.

"Agricultural societies also exercise great influence in furthering the progress of agricultural industry. These are but of comparatively recent date, and their institutions and increase in number and prosperity serve to mark the progress of improvement in agriculture; and if still further aided by an efficient board of agriculture, like what exists in Great Britain, they would no doubt be yet more successful. It is only about fifty years since that board was there established, and it has proved of extensive benefit to that active empire. By means of these societies, great numbers of the agriculturists of our country are brought together, to compare notes, as it were, to observe each other's success, and to converse on the topics connected with this branch of industry. They examine the machines, implements, animals, and products, offered for exhibition, and are induced to bestow more care and labour in the selection of their seeds and stock, in the preparation of the soil, and in their tillage and harvesting.—Every year new and valuable improvements are thus made known and introduced, by which many are essentially benefited. Premiums also encourage to effort, and a highly salutary incentive is furnished, in the honour to be acquired of successful and approved farming. A similar effect, too, results from the bounties given by the different states to encourage the culture of some particular product. These have never been offered without a new impulse being stirred, and leading to increased attention to the pursuit. Some of the states in these respects are far in advance of others, but almost all are beginning more to appreciate their true interest, and seeking to extend their true prosperity.

"While adverting to the causes of general improvement in the agriculture of our country, it may not also be improper to allude to the increased habits of temperance and sobriety of the labourer, by which the condition of the farm-house and farm is so essentially benefited, and domestic happiness and effective strength promoted. A clear head and a vigorous frame, in combination, will ever be most successful in tillage, as in every branch of industry. The lengthening of life and the repair of health, thus secured, render many who have been but drones and mere consumers, also active and efficient producers, as well as healthful consumers. The amount added, too, in the increased skill, as well as the saving from less breakage of tools, machinery of labour, and the actual effectiveness of such labourers as have heretofore been drawn from the intemperate class, now reformed, constitute no small item of gain in this view of the subject. No little damage has been thus sustained in the 'inebriate' management and cultivation of the land, which is now avoided. Were this the proper place, some most interesting deductions might be made as to the physical force and efficiency thus added to the various branches of industry, and the bearing of the whole on agriculture, as a source of our national wealth."—*Mr. Ellsworth's Report.*

Live Stock.—The horses, horned cattle, swine, and sheep of the United States, though still of inferior breeds, have now very greatly improved. We have no space to give any lengthened account of the live stock of America; and those who wish to be well informed of the subject, will find ample descriptions in the Transactions of the New York State Agricultural and other Agricultural Societies.

New York, Virginia, Pennsylvania, the New England States, Michigan, and Vermont, and in time, the prairie regions, will be the principal countries for horses, horned cattle, and sheep. The swine of the western states are increasing rapidly, and of late years for salting, and especially for lard oil.—(See Pork and Lard Oil Trade hereafter.)

The breeding of sheep for their wool has been greatly increased and improved. The following extract on the subject is interesting :—

"From present experiments, the introduction and raising of sheep on the vast prairies of the west are to be anticipated, and it would not be surprising if there should be a great change in the territory to which the consumers of wool must look for much of their raw material. Hitherto, the New England and middle states have principally furnished the market with wool. But sheep are already beginning to acquire importance in the view of the farmers and the planters of the west and south; and if the importation of 1100 merino bucks in a single year into South America produced such a change in their flocks, why may not equally as striking a result be effected in the western and southern states by a similar introduction there? Millions of sheep could be sustained at little expense on the belt of the oak timber land running through Georgia, seventy miles wide by 150 miles long. Indeed, there is scarcely one of the southern states but would furnish some good section for the keeping of flocks on the up-lands. Planters are now also actually beginning to collect their flocks. The sheep-raising states of the north must expect competition. The farmer in the higher and colder latitudes, who has to fodder his flock for a long winter, will certainly feel the effect of this new direction of sheep husbandry, brought, as he will be, into competition with those who enjoy the advantage of an almost perennial spring. So soon as the planter ceases to be absorbed in the production of cotton, the streams of the south will be lined with mills, and various operations of machinery. The northern and middle states cannot but see that it will do so. There are many locations south and west of the Delaware where three sheep at least can be kept as cheap as one can on the confines of the Canadas.

"Pasturage to almost any extent covers the prairie range, and grass and grain for a short winter's feed are cut and reaped by machines at a trifling expense. One gentleman, it is stated, in the vicinity of Buffalo, New York, having a prairie farm in Illinois of some 500 acres, purchased 2000 sheep, which he placed upon it, under the care of two faithful shepherds. The sheep were kept without difficulty in the best of health, and the proprietor, as the first fruits of his enterprise, received 6000 lbs. of good wool, worth thirty cents per lb. The transportation from Illinois to Buffalo cost about one cent per lb. These facts are mentioned, not to discourage effort, but to prepare the producer of wool to meet the condition of things that must soon take place in a state of general peace and depression of price of all the staple products. By the last census it appears, that there are in the United States about 20,000,000 of sheep. It has been thought by those who have paid attention to this subject that this number is much too low; and the supposition has been made that there are not less than 34,000,000 of sheep in this whole country, of which one-fifth are in New York. The safer estimate would probably be about 25,000,000; the estimated value of which, at two dollars per head, would give 50,000,000 dollars. Three sheep is the general allowance per acre for winter provender and summer pasture. The aggregate quantity of land necessary is more than 8,330,000 acres; which, at the average of fifteen dollars per acre (perhaps it would reach even to twenty dollars), would be nearly 125,000,000 dollars. The amount of wool produced at an average of two lbs. the fleece is 50,000,000 lbs., which, probably, at the lowest average price, is equal to 12,000,000 dollars."

The following are the live and dead weights, raised and fed by Mr. Raybold at his farm near Delaware city. Their wool was long, fine, and silky, such as is raised for the finest worsted stuffs.

Live weights each, 251 lbs. 200 lbs., 200 lbs., 219 lbs., 229 lbs., 233 lbs., 195 lbs. 219 lbs., 209 lbs. 173 lbs., 195 lbs., 177 lbs. 205 lbs., 189 lbs. 209 lbs., 229 lbs. 183 lbs., 193 lbs. 203 lbs., 189 lbs.

Dead weights each, 116½ lbs. 115½ lbs., 124 lbs. 124 lbs., 110½ lbs. 100½ lbs., 119 lbs. 94 lbs., 107 lbs. 105½ lbs., 128½ lbs. 111 lbs., 110½ lbs. 98 lbs., 130½ lbs. 117½ lbs., 132½ lbs. 147 lbs., 111½ lbs. 130 lbs., 118 lbs.

The rough fat weighed 371 lbs.

The following Tabular Statement will exhibit the Live Stock and Products of each State.

TABLES exhibiting the Live Stock, Horticultural, and Agricultural Products of the United States, from the Official Returns made by the Marshals, in 1840.

NAME OF STATE.	LIVE STOCK.					HORTICULTURE.					
	Horses and mules.	Neat cattle.	Sheep.	Swine.	Poultry of all kinds, esti- mated value.	GARDENS.		NURSERIES.		Value of the pro- ducts of the dairy.	Value of the pro- ducts of the orchard.
						Value of produce of mar- ket gar- deners.	Value of produce of nur- series and florists.	No. of men em- ployed.	Capital invested.		
					dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Maine.....	59,208	327,255	640,264	117,386	123,171	5,579	460	689	84,774	1,496,902	149,384
New Hampshire.....	43,892	275,522	617,390	121,671	107,092	18,068	35	21	1,460	1,638,543	229,979
Massachusetts.....	61,404	282,574	378,226	143,241	178,157	983,904	111,814	292	43,170	2,373,229	386,177
Rhode Island.....	8,024	36,891	90,140	30,659	61,702	67,741	12,604	207	240,274	223,220	82,098
Connecticut.....	31,650	238,680	403,402	131,961	170,029	61,936	18,114	202	126,340	1,370,534	296,232
Vermont.....	62,402	384,341	1,681,819	203,000	131,578	70,276	5,606	48	6,677	2,008,737	213,944
New York.....	474,543	1,911,244	5,118,777	1,900,065	1,153,413	499,126	75,590	523	286,558	10,446,021	1,701,035
New Jersey.....	70,502	220,202	219,285	261,443	330,953	248,613	26,167	123	123,116	1,328,639	464,006
Pennsylvania.....	365,129	1,172,665	1,767,020	1,503,904	685,801	232,912	50,127	1156	857,475	3,187,292	618,179
Delaware.....	14,421	53,893	39,247	74,228	47,265	4,035	1,120	9	1,100	113,828	2,421
Maryland.....	92,220	225,714	257,922	416,943	218,765	133,197	10,591	619	48,411	457,466	103,740
Virginia.....	328,438	1,024,148	1,293,772	1,992,165	754,698	92,350	38,799	173	19,900	1,480,488	705,763
North Carolina.....	166,008	617,371	534,279	1,049,716	544,125	28,475	48,581	20	4,664	674,349	386,006
South Carolina.....	129,921	572,008	232,981	878,832	396,304	38,187	2,139	1058	210,080	577,810	52,275
Georgia.....	157,540	824,414	267,107	1,457,755	449,623	19,346	1,833	418	9,213	605,172	150,122
Alabama.....	143,147	698,018	163,243	1,323,872	404,904	31,978	370	85	58,425	265,200	55,240
Mississippi.....	109,227	623,107	128,507	1,001,209	269,482	42,896	409	66	43,860	331,683	14,438
Louisiana.....	99,888	381,248	98,072	323,220	283,559	240,042	32,415	349	850,711	153,067	11,769
Tennessee.....	341,400	822,851	741,593	2,926,607	606,969	19,812	71,100	34	10,760	472,141	367,185
Kentucky.....	395,853	787,096	1,098,240	2,310,533	530,449	125,071	6,220	350	108,597	931,363	434,935
Ohio.....	430,527	1,217,874	2,020,401	2,099,746	551,193	97,600	19,707	149	31,400	1,848,869	475,271
Indiana.....	241,036	101,990	675,982	1,623,608	357,594	61,212	17,231	309	73,624	742,269	110,055
Illinois.....	199,235	620,274	395,672	1,495,251	309,204	71,511	22,090	77	17,515	428,175	126,756
Missouri.....	190,032	433,875	348,018	1,271,101	270,647	37,181	6,295	97	37,078	100,433	90,978
Arkansas.....	51,472	188,746	42,151	393,058	109,468	29,600	2,736	415	6,036	59,903	10,680
Michigan.....	30,144	185,190	99,018	295,890	82,730	4,051	6,307	37	24,273	301,052	10,675
Florida.....	12,043	118,081	7,198	92,080	61,007	11,758	10	60	6,500	23,094	1,035
Wisconsin.....	5,735	30,209	3,462	51,383	16,167	3,106	1,023	89	83,616	35,677	37
Iowa.....	16,794	38,049	15,354	104,899	16,520	2,170	4,200	10	1,698	23,509	50
D. of Columbia.....	2,145	3,274	700	4,073	3,092	52,898	830	163	42,923	5,566	3,607
Total.....	4,335,609	14,971,586	19,311,374	26,301,299	9,344,410	2,601,106	593,534	8553	2,945,774	33,787,008	7,256,994

STATE OR TERRITORY.	CEREAL GRAINS.						VARIOUS CROPS.				
	Wheat.	Barley.	Oats.	Rye.	Buck-wheat.	Indian corn.	Rice.	Potatoes.	Sugar made.	Wine made.	
	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.	lbs.	bushels.	lbs.	galls.	
Maine.....	848,166	355,161	1,076,409	137,941	51,543	950,528	....	10,392,200	257,404	2,236	
New Hampshire.....	422,124	121,809	1,296,114	308,148	105,103	1,162,572	....	6,906,600	1,102,368	84	
Massachusetts.....	157,923	165,319	1,319,080	535,014	87,000	1,809,192	....	5,385,052	579,227	193	
Rhode Island.....	8,098	66,490	171,517	34,521	2,079	450,498	....	911,073	50	803	
Connecticut.....	87,009	33,769	1,453,262	737,424	303,043	1,500,441	....	3,414,238	51,764	2,666	
Vermont.....	406,800	84,781	2,222,584	230,993	228,416	1,119,678	....	8,869,781	4,647,934	94	
New York.....	12,286,418	2,520,068	20,675,847	2,979,323	2,287,885	10,972,286	....	30,113,014	10,048,109	6,799	
New Jersey.....	774,203	12,740	3,083,534	1,665,820	886,117	4,301,975	....	2,072,969	56	8,416	
Pennsylvania.....	13,213,677	260,820	26,041,816	6,613,873	2,113,742	14,240,402	....	9,536,063	2,265,755	14,328	
Delaware.....	315,165	5,960	2,364,211	33,546	11,209	2,399,539	....	200,719	322	322	
Maryland.....	3,343,783	3,594	2,534,211	732,577	73,900	8,233,086	....	1,036,433	36,266	7,585	
Virginia.....	10,109,116	87,430	13,451,062	1,492,790	243,822	34,577,691	2,950	2,544,660	1,341,833	13,511	
North Carolina.....	1,960,935	3,374	2,108,941	213,971	13,391	23,893,763	2,820,288	2,609,230	7,168	26,782	
South Carolina.....	968,354	3,967	1,486,208	44,733	72	14,722,803	60,590,861	2,698,313	30,000	643	
Georgia.....	1,861,830	12,973	1,010,030	60,693	141	20,905,122	12,384,732	1,391,366	329,744	8,647	
Alabama.....	828,052	7,902	1,406,353	51,008	58	20,947,004	149,019	1,708,356	10,143	177	
Mississippi.....	196,626	1,684	668,624	11,444	61	13,161,287	777,193	1,630,100	77	12	
Louisiana.....	60	....	107,333	1,812	....	5,952,912	3,604,524	834,341	119,947,720	2,884	
Tennessee.....	4,669,692	4,809	7,035,678	304,320	17,118	44,986,188	7,977	1,904,370	258,072	603	
Kentucky.....	4,803,128	17,491	7,156,974	1,321,378	8,169	39,847,120	10,376	1,055,085	1,877,835	2,309	
Ohio.....	16,071,661	212,440	14,303,103	814,405	633,139	83,608,144	....	5,805,021	6,363,886	11,224	
Indiana.....	4,040,376	28,216	5,981,608	129,021	49,019	28,155,887	....	1,585,794	3,787,793	10,365	
Illinois.....	3,335,302	39,231	4,988,008	88,197	57,884	22,684,811	460	2,025,650	369,818	474	
Missouri.....	1,037,398	9,800	2,224,407	68,508	15,318	17,332,524	50	783,708	274,853	22	
Arkansas.....	108,878	760	189,553	6,219	88	4,846,032	8,464	293,608	1,542		
Michigan.....	2,157,108	127,802	2,114,051	34,236	113,592	2,928,974	....	2,109,205	1,329,784		
Florida.....	412	80	13,839	305	....	898,974	481,420	264,617	275,817		
Wisconsin.....	212,116	11,062	406,514	1,065	10,634	379,350	....	419,608	135,288		
Iowa.....	154,693	728	210,385	3,792	6,212	1,406,241	....	234,063	41,450		
D. of Columbia.....	12,143	294	15,751	5,081	272	39,485	....	72,035	....	28	
Total.....	84,823,272	4,161,604	123,071,841	18,645,567	7,301,743	377,831,878	80,841,422	108,298,000	155,100,809	124,734	

STATE OR TERRITORY.	VARIOUS CROPS.									
	Hay.	Hops.	Wax.	Tobacco gathered.	Wool.	Cotton gathered.	Silk cocoon.	Hemp and flax.	Value of home made, or family goods.	Wood sold.
	tons.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	tons.	dollars.	cords.
Maine.....	991,358	36,940	3,723½	80	1,465,551	....	211	38	504,397	205,011
New Hampshire.....	496,107	243,425	1,345	116	1,260,617	....	419½	26½	538,303	116,366
Massachusetts.....	509,295	254,795	1,196	64,953	641,906	....	1,741	2½	231,942	278,069
Rhode Island.....	63,439	112	163	317	182,830	....	458	2	51,180	48,066
Connecticut.....	426,704	4,573	3,897	741,657	889,870	....	17,588	41½	226,162	189,062
Vermont.....	836,739	48,137	4,660	585	3,699,235	....	4,286	20½	674,548	96,399
New York.....	3,127,047	447,250	52,795	744	9,843,205	....	17,353½	1,130½	4,036,547	1,058,923
New Jersey.....	334,861	4,531	10,061	1,922	397,207	....	1,906	2,163½	201,625	340,002
Pennsylvania.....	1,311,643	49,481	31,107	325,018	3,048,564	....	7,202½	2,649½	1,363,093	269,516
Delaware.....	22,483	746	1,088	272	64,404	234	1,458½	52½	62,116	67,404
Maryland.....	106,687½	2,357	3,674	248,616,012	488,201	5,673	2,290½	488	176,050	178,181
Virginia.....	364,708½	10,597	65,020	73,347,106	2,538,374	3,494,433	3,191	25,594½	2,441,672	403,590
North Carolina.....	101,369	1,063	118,323	16,772,339	925,044	81,926,190	3,014	9,879½	1,413,242	40,034
South Carolina.....	24,618	93	15,37	51,519	209,170	61,710,274	2,080	....	930,703	171,451
Georgia.....	16,909½	778	19,799	162,894	371,303	153,392,390	2,992½	10½	1,467,030	57,439
Alabama.....	12,718	825	25,280	273,302	220,353	117,138,823	1,692½	5	1,650,119	69,555
Mississippi.....	171	154	6,835	83,471	173,196	193,401,577	91	16	682,945	118,423
Louisiana.....	2,651	116	1,012	119,824	49,283	152,555,368	317	....	65,190	202,807
Tennessee.....	31,233	850	80,907	29,550,432	1,060,332	27,701,277	1,217	3,344½	2,886,661	104,614
Kentucky.....	68,866	742	38,445	53,456,069	1,786,847	691,456	737	9,592½	2,622,402	264,222
Ohio.....	1,022,087	62,105	38,950	5,942,278	5,685,315	....	4,917½	9,080½	1,833,937	272,527
Indiana.....	178,029	38,891	30,647	1,840,306	1,237,919	180	379	8,805½	1,289,802	163,712
Illinois.....	164,922	17,742	29,173	564,326	650,007	206,947	1,150	1,576½	993,567	134,540
Missouri.....	49,083	789	56,461	9,067,913	802,265	121,132	70	18,010	1,146,544	81,981
Arkansas.....	586	....	7,079	148,439	64,943	6,026,042	95	1,039½	480,750	78,066
Michigan.....	130,805	11,381	4,533	1,002	153,373	....	200	755½	113,955	54,498
Florida.....	1,197	....	75	75,274	7,285	12,110,533	124½	2	20,565	9,943
Wisconsin.....	30,938	123	1,474	115	6,777	....	9	2	12,667	22,910
Iowa.....	17,953	63	2,122	8,076	23,039	....	313½	313½	23,908	7,304
D. of Columbia.....	1,331	28	44	55,550	707	....	631	....	1,500	1,287
Total.....	10,248,108½	1,238,502	628,303½	219,163,319	35,802,114	790,479,275	61,552½	95,251½	20,023,380	5,068,891

RECAPITULATION exhibiting the total amount of each of the columns in the foregoing tables.

Agriculture.—Live stock.		Number of bushels of rye.....	18,645,567
Horses and mules.....	4,335,669	" " buckwheat.....	7,291,743
Neat cattle.....	14,971,586	" " Indian corn.....	377,531,875
Sheep.....	19,311,374	" " pounds of rice.....	80,841,422
Poultry.....	26,301,293	Various crops.	
Swine.....	9,344,410	Bushels of potatoes.....	108,298,060
Horticulture.		Pounds of sugar made.....	153,100,809
Value of produce of market gardeners.....do.	2,601,196	Gallons of wine made.....	124,734
" " nurseries and florists.....do.	8,353	Tons of hay.....	10,248,108½
Number of men employed.....	2,945,774	Pounds of hops.....	1,238,502
Capital invested.....do.	33,787,008	" wax.....	628,303½
Value of the produce of the dairy.....do.	7,256,904	" tobacco.....	219,163,319
" " orchard.....do.	81,923,272	" wool.....	35,802,114
Cereal grains.		Cotton gathered.....	790,479,275
Number of bushels of wheat.....	4,161,594	Silk cocoons.....	61,552½
" " barley.....	123,071,341	Tons of hemp and flax.....	95,251½
" " oats.....		Cords of wood sold.....	5,068,891

The foregoing returns are made by the officers of the United States who bear the name of marshals. The detailed accounts include not only the returns of each state, but those of each county in each state; and also of the smaller divisions of each county, called townships. The agricultural statistics of the United Kingdom might, in a similar manner, with very little trouble, and at not much expense, be made out at least once in ten years, and even for every five years, by taking that of each parish. I feel greatly indebted to the Hon. Daniel Webster, who sent me, most obligingly, a complete copy of all the voluminous returns made by the marshals of the United States.

ESTIMATE of the Crops for 1843 and 1844; by Mr. Ellsworth.

STATE OR TERRITORY.	Popula- tion in 1840.	Present estimated Popula- tion.	Wheat.	Indian Corn.	Potatoes.	Oats.	Rye.	Buck Wheat.	Barley.	Hay.	Silk.	Wine.	Flax and Hemp.	Tobacco.	Cotton.	Rice.	Sugar.
			bushels.	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.	tons.	lbs.	gals.	lbs.	lbs.	lbs.	lbs.	lbs.
Maine.....	501,973	542,145	785,464	1,350,799	10,233,531	1,135,007	159,672	62,569	173,554	1,000,223	680	2,392	3,874	78	....	....	....
New Hampshire.....	284,574	288,170	534,782	330,925	6,197,071	1,478,209	178,299	140,160	111,643	547,432	880	101	23,379	419,184,040	3,333,737	3,234,066	131,458
Massachusetts.....	737,689	786,915	1,590,726	2,347,451	14,695,331	3,690,239	107,583	134,675	89,907	30,133	269	269	832	92,901	....	....	124,497
Rhode Island.....	108,830	113,482	3,376	578,720	902,337	1,000,303	44,617	3,445	51,959	54,300	912	785	93	481	....	....	253,498
Connecticut.....	309,978	315,902	64,622	1,920,458	9,424,444	934,234	357,463	265,463	692,600	100,737	1,091	1,923	4,948	601,982	....	....	30
Vermont.....	291,948	295,862	620,695	1,252,553	8,209,571	2,721,374	276,709	229,053	46,230	1,100,737	7,104	109	29	1,091	....	....	3,075,447
New York.....	2,428,921	2,643,695	12,479,409	15,574,500	20,553,612	24,007,553	3,677,223	2,398,354	1,802,982	4,955,536	5,258	5,551	1,947	1,091	....	....	6,334,616
New Jersey.....	373,266	394,298	671,727	5,905,121	9,495,437	3,300,439	335,957	582,235	9,733	359,126	4,166	9,308	1,435	2,400	....	....	89
Pennsylvania.....	1,734,633	1,874,333	12,215,230	15,937,441	9,161,469	19,905,989	9,499,537	2,408,508	150,308	1,899,128	28,462	18,983	3,697	411,944	....	....	878,730
Delaware.....	78,985	78,417	333,197	2,730,982	237,911	962,819	42,466	11,560	4,508	28,128	3,586	273	65	20,775,702	7,677	3,084	....
Maryland.....	470,019	479,197	3,201,535	5,203,282	904,310	2,817,290	879,436	11,046	3,916	106,270	6,829	7,114	615	41,918,040	3,333,737	3,234,066	938,457
Virginia.....	1,230,707	1,231,155	9,064,369	43,836,788	3,132,243	12,879,878	1,219,200	300,635	89,317	406,152	6,160	13,045	31,728	13,548,703	45,934,276	66,392,907	5,376
North Carolina.....	753,419	759,501	2,237,661	47,916,077	4,517,863	4,858,909	243,218	21,378	3,594	117,456	6,443	37,347	13,569	13,548,703	45,934,276	66,392,907	5,376
South Carolina.....	594,268	600,182	1,320,574	18,190,913	3,918,403	1,744,108	90,848	....	3,656	29,384	5,540	6,072	....	90,284	55,219,697	14,913,250	18,963
Georgia.....	691,322	801,350	2,463,771	20,960,687	2,068,623	1,586,737	75,278	989	12,446	20,731	6,134	8,961	14	130,201	183,738,138	165,381	224,265
Alabama.....	590,756	704,236	906,992	24,517,069	1,748,057	1,730,057	68,442	72	7,942	20,136	5,763	335	7	248,177	112,020,112	933,654	7,081
Mississippi.....	373,681	511,953	425,394	9,356,399	3,844,929	563,228	13,492	94	1,894	677	224	17	29	140,855	165,684,350	3,920,400	87
Louisiana.....	332,411	407,723	....	8,937,392	1,311,709	126,583	2,193	....	....	32,390	1,035	2,601	....	111,067	124,912,253	8,700	97,173,500
Tennessee.....	829,210	894,130	6,317,254	67,434,477	1,904,636	9,224,053	381,164	22,620	4,507	50,516	20,072	696	4,289	29,335,868	22,938,410	....	368,203
Kentucky.....	775,894	816,392	4,674,845	59,355,156	1,246,468	9,915,891	2,106,469	1,618	14,691	136,995	4,733	1,438	9,508	52,322,543	737,684	17,062	1,857,458
Ohio.....	1,519,007	1,786,091	18,796,765	38,631,128	6,402,245	16,313,403	1,934,440	619,695	181,833	1,407,310	23,202	14,397	12,664	6,591,206	....	....	5,800,558
Indiana.....	685,968	832,698	7,223,566	30,577,171	2,859,746	9,268,337	194,755	61,115	2,862	1,621,060	840	11,432	12,150	2,899,944	108	....	5,892,465
Illinois.....	476,193	692,653	4,529,182	32,769,434	3,807,691	8,629,231	124,237	79,226	84,033	290,353	3,400	794	2,279	945,269	214,067	722	412,363
Missouri.....	333,102	411,598	1,089,777	27,144,608	1,213,984	3,643,833	71,709	16,815	9,583	74,960	240	34	30,300	14,700,089	140,869	....	317,376
Arkansas.....	97,574	123,446	2,966,703	8,754,204	534,200	344,717	9,655	140	878	880	217	....	1,977	216,509	11,520,467	6,612	2,111
Michigan.....	243,267	294,295	5,296,271	3,592,482	4,465,871	3,240,716	64,155	167,212	143,755	222,827	1,395	....	1,290	3,187	....	....	1,307,629
Florida.....	54,477	62,373	666	838,667	37,806	14,919	361	....	50	1,561	415	....	4	425	....	566,107	249,328
Alabama.....	30,345	49,524	606,740	750,775	330,247	3,689	20,455	16,324	61,563	28	....	....	....	....	....	....	169,034
Wisconsin.....	43,112	69,478	495,611	2,128,416	390,765	73,692	7,590	11,906	1,505	24,399	....	....	654	13,271	....	....	55,899
Iowa.....	43,712	50,244	11,483	47,837	52,435	13,862	5,479	346	312	1,733	1,038	....	....	61,716	....	....	1,698
Dist. of Columbia.....	17,069,453	19,163,483	100,310,856	491,618,306	103,756,133	145,920,966	84,280,271	7,959,410	3,270,721	15,410,807	315,965	159,240	161,007	163,731,554	747,669,090	99,579,145	126,400,310
Total, 1844.....	17,069,453	19,163,483	100,310,856	491,618,306	103,756,133	145,920,966	84,280,271	7,959,410	3,270,721	15,410,807	315,965	159,240	161,007	163,731,554	747,669,090	99,579,145	126,400,310
Total, 1843.....	17,069,453	19,163,483	100,310,856	491,618,306	103,756,133	145,920,966	84,280,271	7,959,410	3,270,721	15,410,807	315,965	159,240	161,007	163,731,554	747,669,090	99,579,145	126,400,310

CULTIVATION OF RICE.

"Landgrave Thomas Smith, who was governor of the province in 1693, had been at Madagascar before he settled in Carolina. There he observed that rice was planted and grew in low and moist ground. Having such ground at the western extremity of his garden, attached to his dwelling-house in East Bay-street, he was persuaded that rice would grow therein, if seed could be obtained. About this time a vessel from Madagascar, being in distress, came to anchor near Sullivan's Island. The master of the vessel inquired for Mr. Smith as an old acquaintance. An interview took place. In the course of conversation, Mr. Smith expressed a wish to obtain some seed-rice to plant in his garden, by way of experiment. The cook, being called, said he had a small bag of rice suitable for that purpose. This was presented to Mr. Smith, who sowed it in a low spot in his garden, which now forms a part of Longitude-lane. It grew luxuriantly. The little crop was distributed by Mr. Smith among his planting friends. From this small beginning, the first staple of South Carolina took its rise. It soon after became the chief support of the colony."

"Its introduction contributed much to the prosperity of that part of North America. It became valuable, not only for consumption at home, but as an article for exportation. By an act of parliament, 3rd and 4th of Anne (1706), rice was placed among the enumerated commodities, and could only be shipped directly to Great Britain; but afterwards, in the year 1730, it was permitted to be carried, under certain limitations and restrictions, to the ports of Europe lying south of Cape Finisterre. Its culture had so increased, that, as early as 1724, 18,000 barrels of it were exported; and, from November, 1760, to September, 1761, no less than 100,000 barrels were shipped from South Carolina."

"In 1770, the value of this article exported, being in quantity about 160,000 barrels, amounted to 1,530,000 dollars."

EXPORTS from 1791 to 1843.

YEARS.	Tierces.	Value.	YEARS.	Tierces.	Value.
		dollars.			dollars.
1791	96,980	....	1818	88,181	3,262,697
1792	141,762	....	1819	76,593	2,142,644
1793	124,011	....	1820	71,663	1,714,923
1794	116,486	....	1821	68,224	1,404,923
1795	138,526	....	1822	87,089	1,653,482
1796	131,039	....	1823	101,365	1,820,985
1797	60,111	....	1824	113,229	1,882,982
1798	125,243	....	1825	97,015	1,925,245
1799	110,599	....	1826	111,063	1,917,445
1800	112,056	....	1827	133,518	2,343,908
1801	94,866	....	1828	175,019	2,620,696
1802	70,822	....	1829	171,636	2,514,370
1803	81,838	2,455,000	1830	130,697	1,986,824
1804	78,385	2,350,000	1831	116,517	2,016,267
1805	56,830	1,705,000	1832	120,327	2,152,631
1806	102,627	2,617,000	1833	144,166	2,774,418
1807	94,092	2,367,000	1834	121,886	2,122,272
1808	9,228	221,000	1835	110,851	2,210,331
1809	116,907	2,104,000	1836	212,983	2,548,750
1810	131,341	2,626,000	1837	106,041	2,309,279
1811	119,856	2,347,000	1838	71,048	1,721,819
1812	77,190	1,544,000	1839	93,320	2,460,194
1813	120,843	3,021,000	1840	101,660	1,942,076
1814	11,470	230,000	1841	101,617	2,016,107
1815	129,248	2,785,000	1842	114,617	1,907,387
1816	137,843	3,555,000	1843	106,706	1,625,726
1817	70,256	2,378,880			

"*Wine*.—North Carolina, Pennsylvania, Virginia, Ohio, and Indiana, rank highest, in their order, in the production of wine. In Maryland, Georgia, Louisiana, Maine, and Kentucky, some thousands of gallons are likewise produced. Two acres in Pennsylvania, cultivated by some Germans, have the past autumn (1842) yielded 1500 gallons of the pure juice of the grape, and paid a net profit of more than 1000 dollars. Still, the quantity produced is small. The cultivation of both the native and foreign grape, as a fruit for the table, seems to be an object of increasing interest in particular sections of our country; but any very decided advances in this product are scarcely to be expected."

"Near Mississippi city, in Mississippi, grapes are said to succeed well. One person is mentioned who had, on an average, from vines four years old, over 200 fine bunches to the vine. Some others have had over 500 bunches to the vine. Mr. Mottier, of Delhi, near Cincinnati, has six acres wholly devoted to grape-vines. The vineyard was planted in 1829, and began to yield fair returns in two or three years; and, during the whole period, he has lost but a single crop. He finds there a northern preferable to a southern exposure. The Swiss vine-dressers, it is said, say that, in Switzerland and Germany, if they save the crops of three years out of five, they think they do well. 'About 1500 gallons of wine were made last year (1842), for which he finds a ready sale at one dollar per gallon. The Catawba affords a white wine in good repute with connoisseurs, resembling Rhenish. The Cape grape makes a red wine

more like Burgundy. His vines, this year (1843) are in a very promising state; and should nothing untoward occur, he thinks they will yield him from 200 to 400 gallons of wine to the acre.' There are also said to be some half-dozen other vineyards in the vicinity; and the amount of American wine manufactured there, and the preparations for extending the business by Germans from the valley of the Rhine, are stated to be larger than would be imagined. 'The Scuppernon grape of North Carolina has been pronounced by a French gentleman, not very ready to admit the excellence of American grapes, to be equal, if not superior, to any he had ever seen in France.' It is said that, 'in southern climates, under the best management, 2000 gallons an acre may be calculated on as a vineyard product. Some of the vines of ten or twelve years' growth yielded half a barrel a-piece.' A gentleman in North Carolina, who this last year made thirty barrels, intends the next year to make forty or more. The culture of the grape has also been successful in Louisiana, and the following calculations have been said to have been the result of experience: 'One acre planted with 1000 vines will produce a crop of fruit weighing 50,000 lbs., which will yield, after pressing and allowing for all waste, 16,666½ lbs. of pure juice, or 2083 gallons of wine.' Some clusters of the kind, called the grape of Canaan, are said to weigh from five to six pounds a bunch. The grape has also been cultivated very successfully as a fruit for the table, in the vicinity of New York. One gentleman at Croton Point is said to have twenty acres of the Catawba and Isabella grapes. The country abounds with many fine native grapes, some of which have already been adapted for cultivation. A southern journal speaks of the discovery, within the past year, of a white cluster or bunch grape, indigenous to the United States, in a remote unsettled part of Leake county, in Mississippi, on the Yokanodkano river. The bunches are very large; the fruit transparent, thin skinned, and oval; pulp soft, with three seeds inclosed; it is a great bearer, of delicious flavour, and was long known to the Indians. It is called the Yokanodkano grape.

"As a good mode of preserving grapes, it is recommended that they be put 'in tight boxes or kegs in alternate layers with carded bats of cotton.'

"The whole amount of the wine crop in the tabular estimate for the United States, is 139,240 gallons.

"*Madder*, which was mentioned in the report for 1842, is said to repay a net profit of 200 dollars to the acre when properly managed. It produced on the farm of a gentleman, who has devoted some attention to this product in Ohio, at the rate of 2000 lbs. per acre, and he believes it may be made to produce 3000 lbs., which is a greater crop than the average crops of Germany and Holland. It is probable that it may hereafter be more an object with our farmers, but the introduction of its culture among them must be gradual. Nine acres have been planted by one person in 1839, which he harvested in 1842. The labour required is said to be from eighty to 100 days' work per acre, and a crop is not reaped till it is three years old. The nature of the soil in which it is cultivated is said to have considerable influence on the colour of the dye produced from madder.

"*Olive*, it is asserted, may be grown in some of the southern states. A gentleman in Mississippi, is stated, in an agricultural journal, to have 'the olive growing, which, at five years from the cutting, bore fruit, and was as large at that age as they usually are in Europe at eight years old.' 'The olive here,' it is added, 'will yield a fair crop for oil at four years from the nursery, and in eight years a full crop, or as much as in Europe at from fifteen to twenty years of age.' The lands and climate there are stated to be as well adapted to the successful cultivation of the olive for oil, pickles, &c., as any part of Europe. Some hundreds of the trees are said also to have been growing in South Carolina, and the owner expressed his conviction that this product would succeed well on our sea-coast of Carolina and Georgia. The frosts, though severe, did not destroy or injure them; and in one case, when the plant was supposed to be dead, and corn was planted in its stead, its roots sent out shoots. It is well known to be a tree of great longevity—even reaching to 1000 or 2000 years; so that when once established, it will produce crops for a great while afterwards. The expense of extracting the oil is also stated to be but trifling.

"*Indigo*.—This was once a most important crop in South Carolina, and some attention has been given to it by an individual or two in Louisiana, and the enterprise is said to promise success; and enough might undoubtedly be raised in this country to supply our own market, so that we should not be dependent on other nations for this article. Some indigo produced at Baton Rouge is pronounced to have been equal to the best Caraccas, which sells at two dollars per pound; and the gentleman who cultivated it remarks, that one acre of ground there, well cultivated, will yield from forty to sixty pounds; that it requires only from July to October for cultivating it; that there is not connected with it one-third of the expense of time that is generally required for the cultivation of cotton. He, therefore, intends in future to turn his attention to the cultivation of indigo, in preference to cotton.

"*General Remarks*.—The root crops form a very important item as fodder, and are cultivated with increasing success in many parts of the country. The turnip has not yet become as great a favourite among our farmers as it is in England, where very large crops are produced; nor are carrots, the product of which has sometimes in England reached to over thirty-seven tons per

acre ; or parsnips, which are said to be excellent food for horses and cattle. Parsnips, also, stand the winter better than any other root vegetable. Swine, too, are fond of them. Besides the *rutabaga*, mangel wurtzel, sugar beet, and other varieties of the beet, occupy a useful place on the farm, and are more or less cultivated in this country.

"An account of an experiment respecting the raising of pumpkins on grass land, and the great amount produced from one vine, furnishes some important facts with reference to the culture of that product, showing that it might be rendered very profitable.

"The productions of the orchard—apples, peaches, and pears, and other varieties of fruit—are most successfully raised for market in some of the states. The peach orchards of New Jersey and Pennsylvania form a source of large profit to their enterprising proprietors. The apple crop suffered severely the past year in some of the New England states.

"Many farmers in Wisconsin territory are said to be beginning to give their attention to the production of wool ; large flocks have been introduced into the southern counties.

"Much is doing to ascertain the best breeds of cattle for our country, and many noble specimens have been exhibited the past year at the agricultural fairs in various parts of the union, showing the increasing attention which is given to this subject.

"The products of the dairy, too, and the apiary, with the new methods of raising poultry, might claim a notice. The subject of the best modes of cultivation, manures, and the proportions of the various parts of husbandry to one another, belong to the general subject."—*Mr. Ellsworth's Report.*

Prickly Comfrey.—Some experiments have been made in the New England states for feeding cattle ; and that on being gathered only once in two years, an acre produced 2400 bushels. It is regarded as indigenous to America.

Apples.—The following are extracts from letters to Mr. Ellsworth :

"For some years I have been experimenting upon the apple-tree, having an orchard of 20,000 bearing Newtown pippin trees. I have found it very unprofitable to wait for what is termed the bearing year, and, consequently, it has been my study to assist nature, so as to enable the tree to bear every year.

"I have noticed that it produces more profusely than any other tree, and, consequently, requires the intermediate year to recover itself, by extracting from the atmosphere and earth the requisites to enable it to produce.

"One year is too short a time for so elaborate a process, and, if unassisted by art, the intervening year must necessarily be lost. If, however, it is supplied with the necessary substances, it will bear every year—at least, such has been the result of the following experiments :

"Three years ago, in April, I scraped all the rough bark off several thousand trees in my orchard, and washed the trunk and limbs within reach with soft soap, trimmed out all the branches that crossed each other early in June, and painted the wounded part with white lead, to keep out moisture ; then split open the bark, by running a sharp-pointed knife from the ground to the first set of limbs in the latter part of the same month, which prevents the tree from becoming bark-bound, and gives the inner wood an opportunity of expanding.

"In July, I placed one peck of oyster-shell lime around each tree, and left it piled about the trunk until November, during which three months the drought was excessive. In November, the lime was dug in thoroughly. The following year (1842), I collected from those trees 1700 barrels of fruit, some of which were sold in New York for four dollars per barrel, and others, in London, for nine dollars ; the cider made from the refuse, delivered at the mill two days after its manufacture, I sold for three dollars seventy-five cents per barrel of thirty-two gallons, not including the barrel. *In making cider I never wet the straw.* After gathering the fruit in October, I manured the same trees with stable-manure, having secured to it the ammonia, and covered it immediately with earth.

"Strange as it may appear, this year (1843), the same trees literally bent to the ground with the finest fruit I ever saw. The other trees in my orchard, not treated as above, were barren.

"I am now placing around each tree one peck of charcoal-dust, and propose, in the spring, to cover it from the compost heap.

"I have grown corn, beets, and carrots, in pure charcoal-dust, likewise cuttings of the rose-bush, camella japonica, grape-vine, and wax-plant, and believe it to be one of the most valuable manures we have. Once placed upon the soil, it is there for ever."

Plums.—Fourteen years since, I removed eighty plum-trees from the lower part of my farm in the month of May, and set them in rich, sandy loam land, which is the best soil for them. They were valuable varieties, such as the blue gage, yellow egg, magnum bonum, &c., and had borne profusely four years before they were taken up. For the space of thirteen years after their removal they never bore a single plum, although they grew luxuriantly. In the fall of 1842, I placed half a bushel of shell lime round each tree, and last March, half a bushel of pulverised charcoal. In May they were covered with blossoms, and bore a profusion of fruit.

"When large black excrescences appear on plum-trees, I cut off the limbs affected, and burn them. They are caused by a worm."

CALCULATION AND ESTIMATES OF PRODUCTION OF WHEAT AND OTHER BREAD STUFF GRAINS, AS BEARING UPON CONSUMPTION IN, AND EXPORTATIONS FROM, THE UNITED STATES.

THE following statements and tables are prepared from official accounts, and from a series of observations and tables which were drawn up and published in an extra number of the *Philadelphia Commercial List* for 1842.

The cause of that alarm, which has been so generally manifested by the landed interests of England, as to the United Kingdom, in the event of a free trade in corn and other food from America, has, it will appear, no foundation.

Mr. Gladstone has, with forcible truth and ability, in his recently published remarks, proved how utterly groundless have been the complaints against the liberal portions of the tariff of 1842. The following statements and tables will show that the export of corn and flour from the United States has not increased in proportion to the increase of population, and goes far to prove how little the landed interest of the United Kingdom has to fear from the competition of American agriculture. We could further prove that, in the advance of nations, the consumers of agricultural produce increase more rapidly in numbers than the producers. The reason is, that cities, manufactures, trades, navigation, &c., draw people from cultivating the soil, and from the rural districts. This is especially the case in America.

In the United States the population employed in agriculture has, it is true, increased rapidly, but not so rapidly as the population of the towns, and those employed in the fisheries, in ship-building, in the timber trade, in the fur trade, in the producing of naval stores, in navigating the ocean, rivers, lakes, and canals; and as those employed in manufactures, handicraft trades, and on railways and other public works.

We must also take into our calculation those employed in agriculture, who are not producers of wheat, other bread stuffs, and food, viz., those engaged in the cultivation of tobacco, of cotton wool, and, in Louisiana, of sugar.

The author of the interesting papers which were prepared for the Philadelphia paper, which we have quoted above, describing the wheat crop observes:—

"It is very generally believed abroad, that this valuable grain is of very general culture in our country, but such is not the fact. This table divides the states and territories into three districts:—The first embraces the six New England states; the second, the states in what may be called the 'Wheat District,' extending from latitude 35 deg. to 45 deg. north, and from longitude 5 deg. east to 15 deg. west of Washington; and the third, states south of latitude 35 deg. The cultivation of wheat was commenced in the New England states at quite an early date after their first settlement, and with sufficient success to supply the wants of the colonists, but it could not be continued with profit when Pennsylvania was settled, and its lands, more congenial to wheat, subjected to the plough. Then, the hardy and adventurous sons of the Puritans, found it their interest to 'cultivate' the ocean, and, by exchange of its productions purchase flour and grain from the descendants of Penn. The efforts made since the revolution, and, by aid of bounties, even down to within three or four years, to revive the cultivation of wheat in the eastern section, have proved alike unsuccessful; and the agricultural pursuits of New England will, doubtless, in future be confined to the more suitable

products of Indian corn and potatoes, with pasturage of cattle and increased growth of wool in parts more remote from the sea board.

"With the states south of the wheat section, we have included North Carolina, for although a great part of this state lies north of 35 deg., and wheat is cultivated towards its northern parts, the soil in general is better adapted to Indian corn, and the quantity cultivated is large. It may also be remarked of New Jersey, that, although within the wheat latitude, it cannot be called a wheat growing state, as in all that part towards the ocean on which the state borders for near 150 miles, the soil is too light and sandy for this grain; and Indian corn and rye are its leading products. In reference to the culture of wheat in both these sections—the eastern and the southern—Washington, in his letter to Arthur Young, dated December 5, 1791, gives the following opinion:—'*But the country beyond these (New York and New Jersey) to the eastward (and the farther you advance that way it is still more so), is unfriendly to wheat, which is subject to blight and mildew, and, of late years, to a fly, which has almost discouraged the growth of it.* The lands, however, in the New England states are strong, and productive of other crops. To the southward of Virginia, the climate is not well adapted to wheat, and less so as you penetrate the warmer latitudes.' Experience has fully confirmed the correctness of his judgment, and, it is now admitted that in neither of those districts can wheat be raised to profit even in competition with the more remote parts of the great wheat district, since the cost of transportation from those has been reduced by artificial communications.

"To the north of 45 deg. north on this continent, the length and severity of the winters will prevent the cultivation of wheat to any material extent. This opinion will appear remarkable in England, when it is considered that the most southerly point of Great Britain is near north latitude 49 deg., and that the culture of wheat is successfully extended to north latitude 55 deg. But that island has an open ocean to the north and west, and the North Sea to the east; whereas the American continent, towards the north-west, is unbroken to the Polar Sea, and to the north, and towards north-east, is indented with immense bays, covered by ice for nine months in the year.

"To the west of longitude 15 deg. west of Washington, commence those extensive prairies extending to the Rocky Mountains, on which it is not likely the cultivation of wheat will be extended nor any permanent settlement made, except along some of the water-courses, for years to come. The want of wood and water on those plains will stop the advance of the civilisation in that direction, and leave them to the Buffalo and the Indian. How far it will be practicable to cover them with sheep, horses, and cattle, controlled by man, as on the steppes of the Banda Oriental, remains to be ascertained by experiment.

"The wheat section within 10 deg. of latitude and 20 deg. of longitude, embraces about one-half the surface of the states, or one-fourth of that of the states and territories, but within this there is abundance of untouched land of the finest quality awaiting the invasion of the cultivator. Nor can that be delayed; for the wants of a population constantly increasing both within and without this district, and not regarding foreign countries, demands a rapid increase in the growth of wheat. If our estimate is correct, that the United States and territories will number 22,000,000 inhabitants in 1850, the additional quantity to be raised in that year over 1840, to supply an increase of 5,000,000 consumers at home, and leave seed, &c., must be about 22,000,000 bushels, equal to the whole crop raised in 1800. To bring the cultivation up to this point it becomes necessary that for ten years 180,000 acres of new land per annum should be put under wheat culture alone, and three times that quantity under culture in corn, rye, oats, or in pasturage. To accomplish this will require that the labour of full one-third of the whole increase in population be directed to agricultural pursuits in this district.

"On reference to Table No. 8, it will be observed that we have stated the consumption of wheat at the average of three bushels and a half per head in the eastern district (New England states), four bushels and one-twelfth per head in the wheat district, and two bushels per head in the southern, or cotton and sugar district. These very low estimates will appear remarkable in England, where the consumption of wheat is estimated at six to eight bushels per head. It is, easy, however, to account for this difference, which arises from the more general consumption in this country of Indian corn, rye, and buckwheat, for culinary purposes. In the eastern states, Indian corn and rye are generally used, and, in parts more remote from the sea-coast, wheat bread is almost unknown. In the middle and western states, with the agricultural population in particular, more than half the bread is made of corn and rye meal; and buckwheat is also extensively used. In the southern and south-western states, corn becomes the leading article, and, in some, rice is an important auxiliary; but, to the coloured population (full one-half in those states) wheat is unknown. This will account for the very low estimate of two bushels per head, which we have given for the consumption of wheat in the southern district. Throughout every part of the United States, Indian corn is raised. It is used both green and ripe; is easily prepared for food, and fully as nutritious as wheat. Its usual cost per bushel, in the interior, is about one-third that of wheat, and, for human nutriment, one bushel of Indian corn is perhaps equal to one bushel and three-fourths of barley, or three bushels of oats. It is not, therefore, surprising, that the use of this invaluable grain should be so general, and that of oats and barley unknown—but for animal food and the brewery.

"Although it must be apparent from the views now given of the present state of the growth and consumption of wheat in the United States, that there is no inducement to seek new markets for that grain, we are still interested in any measures that will be likely to give more regularity to the demand for old markets, and greater steadiness to our prices. The measures now in agitation affecting these points are, an alteration of the corn laws of Great Britain, and a new adjustment of our tariff.

"In the former country, the corn law question is so completely mixed up with politics, and surrounded by prejudice, that a clear and disinterested judgment as to what is best for the whole population, will scarcely be attained. It is understood that the new ministry will not present any law allowing a free trade in corn, or establishing a fixed duty, but will adhere to the '*Sliding Scale*,' making some alteration in its graduation.

"By late returns it appears that the population of Great Britain, in 1841, was 18,664,761

" " " " " " 1831 " 16,866,011

" " " " " " Increase..... 2,298,750

" Ireland, in 1841 8,205,382

" " 1831 7,784,536

Increase..... 410,846 410,846

Aggregate increase of the British Islands in ten years..... 2,609,596

"Without reference to this increase in Ireland, it is evident that to supply that of Great Britain with wheat at the lowest estimated consumption of six bushels per head, requires that the growth in 1841 should exceed that of 1831—13,800,000 bushels; and for seed, starch, &c., we may add 2,200,000 bushels, making 2,000,000 quarters. At the estimated product per acre of three quarters, the increased breadth of land required for wheat alone, would be 660,000 acres, and for barley, oats, potatoes, pasturage, &c., 1,980,000 acres more, say 2,640,000 acres, to supply the wants of 2,298,750 inhabitants. Has this quantity of new land been found on the surface of the island and put under cultivation? or have its industrious farmers, by bringing for manure guano from the Pacific, and bones from the continent, been able to increase the product of the old lands, to meet this demand? In relation to the first inquiry, it is much doubted if any extent of unenclosed first or second quality lands could have been found, and under present circumstances the operation of the corn laws must be to force into wheat culture third quality lands, that can yield no profit even at high prices, and only increase the uncertainty of dependence on home growth for bread. The spirited and intelligent agricultural societies have made great exertions to extend the growth of wheat on the old lands by improved methods of culture, and to a certain extent with success; but still, that increase is not sufficient to meet all the new demands for consumption, and give surplus stocks adequate for the contingencies of their very uncertain climate. A succession of favourable seasons may afford relief for a time, but this cannot be permanent, and some radical change in the system becomes daily more necessary.

"If we look forward ten years, and suppose the population to increase in that time 2,500,000, and that 3,000,000 acres more land must be brought under culture, we would again ask, where is it to be found? The prime minister of England had better give up the search, and by a liberal alteration of the corn laws, endeavour to make bread more uniformly cheap, by allowing wheat to be imported free of duty from those countries that take goods in exchange.

"If the parliament of Great Britain will not make a change in the corn laws sufficiently liberal to give an abundant supply of bread at moderate prices to operatives at home, let it immediately appropriate an adequate sum to carry them to this country. We want no paupers, but sober and industrious men with healthy families will be received *free of duty*, and in our western country they will find food cheap and employment abundant. The grain trade must, in short, take this course, the consumer must seek food in other countries, if it is not allowed to reach him at home.

"Had the corn laws been absolutely repealed in 1825, the establishment of manufactories in the United States might have been procrastinated for many years; but no change in those laws can now materially change the course of production in this country, and any alteration made will not be considered as a boon to agricultural nations, but as a measure forced on the government by the wants of a population increasing more rapidly than agricultural productions on a limited extent of land and in an uncertain climate. Great Britain must relinquish the idea of being able to keep provisions high at home, and supply all the world with cheap goods. This cannot be done without starving the operative.

"The first efforts of the colonists were directed simply to supply their own wants, and those of a continued accession of emigrants from various parts of Europe. It was well known to them that England, then a grain exporting country, would not receive wheat in exchange for such articles of clothing as they required; and hence came the establishment in the colonies of some coarse manufactures of a domestic kind. But the hardy sons of New England began to look towards the

ocean for products of exchangeable value, and on the borders of the Chesapeake, labour was directed to tobacco; but the followers of Penn persevered in the cultivation of wheat. This continued to be very much the state of production down to the commencement of the war of 1755. By this time the settlements had extended as far south as Georgia; the population of the colonies had greatly increased, and, in the middle states, cultivation had made considerable progress in land, especially along the waters of the principal rivers. In Pennsylvania, a population of 250,000 had extended to the South Mountain, embracing the counties of Chester, Lancaster, Berks, Northampton, Bucks, and Philadelphia; but even previous to this time, *the rising importance of the trade of the colonies had excited the jealousy and cupidity of the mother country, and laws were enacted to confine their trade to her markets, and to prevent the growth of manufactures with them, even to the making of a horse-shoe.*

"But, at the conclusion of the war of 1755, the condition of the colonies had undergone a material change. Their exports and imports had greatly increased, and so continued up to the commencement of the revolutionary struggle. In the interim, England had, in a great measure, ceased to export wheat, and her West India possessions became more dependent on her North American colonies for supplies. Pennsylvania profited by this demand, and, in exchange for large quantities of flour, bread, &c., exported from Philadelphia, she received the products of the Antilles. As early as the year 1765, her exports were:—Bread, 34,736 barrels; flour, 148,887 barrels; wheat, 367,522 bushels; corn, 60,206 bushels. And, in 1773, bread, 48,183 barrels; flour, 265,967 barrels; wheat, 182,391 bushels; corn, 179,217 bushels. Showing an export of wheat, or wheat products, in 1773, from our city, to places now foreign, greater than in any year subsequent to the revolution. At that time, the exports of bread stuffs from Baltimore and New York were altogether unimportant. South of the Susquehanna, few merchant mills existed. The first of any importance in the vicinity of Baltimore were erected by the Ellicotts and Tysons, who removed from Pennsylvania about the year 1765, and whose energy and enterprise gave that impulse to the millering business there, which, of the little town of Baltimore, on an inlet of the bay, without interior water communications, but with water power convenient for manufacturing purposes, has made a great city.

"The quantity of wheat returned, as the product of the very superior crop of 1839, in New York, was:—

	bushels.
	11,853,507
Taken for seed and starch, ten per cent, or.....	1,185,350
For human food—population returned, 2,428,921, at four bushels	
and a quarter per head.....	10,327,164
	<hr/>
	11,512,514

Surplus left..... 340,993

about equal to the 'tailings' of such a crop commonly used for animal food. Now the crop of 1839, in New York, no doubt exceeded the average of the three crops preceding, fifteen per cent, and that of 1841 full thirty per cent. This result will appear extraordinary to those who have not fully considered the subject; but it may be reconciled by a view of the flour trade of New York. Suppose we debit that state with all the flour and wheat brought into it from the Lake Country, from New Orleans, and all the Atlantic states, south of it; and then give it credit for all the flour and wheat exported to foreign or domestic ports, continuing the account for five years, so as to have a fair average, what would be the balance in favour of New York production?

"The population of Pennsylvania has not increased so rapidly as that of New York, and although her surplus of wheat is not, perhaps, so great as twenty or even thirty years back, it is still very considerable, but as little good land now remains unbroken in Eastern Pennsylvania, and labour is fast seeking mining and manufacturing employments, this surplus will gradually diminish, and the time is not very remote when our metropolis will have to rely on the country beyond the Ohio, for wheat bread. In all the old wheat districts in the states of Delaware, Maryland, and Virginia, the land is so completely exhausted by continued cropping, that it must be abandoned for years until restored to vigour by the re-operative powers of nature, or transferred to another population, better qualified to recover it by art and industry. In the upper section of those states, and towards the western parts of Maryland and Virginia, a different agricultural system prevails, and there the cultivation of wheat is still on the advance.

"If we make a natural line of the Mississippi to the confluence of the Ohio, and up this river to Pittsburg, and thence draw an imaginary line north to Lake Erie, and continue it round the northern and eastern frontiers of the United States, it will be found, that at this time, the wheat raised in all this section of the United States is about equal to what is consumed in it, and that the whole surplus shipped from the United States to foreign countries including Canada, is in fact produced in the states and territories north and west of the Ohio river. We have stated the whole export in 1840, to September 30th, at 11,208,365 bushels, and the wheat and flour of the crop of 1839, which left those states, &c., for Canada, or came to the Atlantic cities by various outlets,

the Ohio and Mississippi rivers, the canals and railroads of Maryland, Pennsylvania, and New York, was about equal to this quantity. The estimate may, however, be made in another way. In the states and territories beyond the Ohio river, the wheat raised in 1839, 26,000,000 bushels, and allowing 12,000,000 bushels for consumption at four bushels per head, and 2,500,000 bushels for seed, starch, &c., we have left a surplus for export from that section of 11,500,000 bushels. Now, it is a striking fact, that this surplus, in short the whole disposable surplus of the United States, is furnished by that section of our country the most remote from our Atlantic seaports, and with the aid of all the natural or artificial communications existing, it cannot reach those ports, from the places of shipment, much less from the farmer's door, at a charge per bushel and forty-five or fifty cents freight, insurance, commission, and wastage included. From Cleveland to New York, the charge is about thirty-seven and a half cents; from Pittsburg to Philadelphia about forty cents, and these are the nearest and most convenient shipping points. What then does the farmer in those states get for his wheat when the price in our Atlantic cities is one dollar per bushel? Is it not a matter of serious consideration whether, with our rapidly increasing population, the consumption of wheat has not already approached too close to its production? not leaving a sufficient margin to meet the contingency of a bad crop, which might make it necessary again to import from Europe; and under circumstances not so favourable to obtain supplies as those which existed in 1837 and 1838. It is evident from the experience of the last fifty years, that the increase in the cultivation of wheat, merely extends in proportion to the wants of the home population, not giving any increase in the surplus for export, unless in years of over production, or when the home consumption is lessened by high prices arising from unusual demands for other countries. If permitted to carry this table forward to the year 1850 by analogy, the important items would then stand, perhaps, nearly as follows:—

Population of the United States	22,000,000
" of the Atlantic cities	1,200,000
" of the seven interior cities	400,000
Land under wheat culture	acres, 6,000,000
Product of average crop at twenty bushels	120,000,000
Required for seed, starch, &c.	bushels, 12,000,000
For export to foreign places	" 12,000,000
For home use	" 96,000,000

"In this estimate we are induced to advance the average product per acre to twenty bushels, as the great increase in wheat cultivation for the next ten and many succeeding years, must be on the rich virgin soils to the north and west of the Ohio river.

"On examination of No. 4, the first important fact apparent, is the great increase of the export of flour to the British North American colonies in the year ending September 30, 1840. This has arisen from the circumstance that wheat of colonial growth is admitted into England either free, or at a duty not exceeding five shillings per quarter, imperial measure, at any time, and the large quantity shipped from Canada to England has been replaced by imports from the Lake states. This import has been greatly facilitated by the opening of the Welland canal, at the same time, the abundant crop of 1839, has afforded a surplus adequate to this demand. Its continuance will depend very much on the future product of harvests in England, or on changes which may be made in British corn laws.

"In exports to the West Indies, there has also been a material increase of wheat flour and corn meal, and this arises principally from a demand for those English islands in which emancipation has been carried out. From our former great market in Cuba, we are nearly altogether excluded by heavy duties on flour, intended to encourage importations from Spain. The markets of South America continue to take about the usual average quantity, and that no increase of late years has taken place in these demands on us for the markets of Brazil, notwithstanding the great increase in our importations of coffee from that country, may be attributed to the fact, that considerable shipments of flour have been made from Europe to the Brazils of late years.

"To Great Britain our exports of flour present an aspect of irregularity in demand, arising from the uncertainty of crops there, as well as the peculiar working of her corn laws. These of late have been so managed as to admit at low duties large quantities of wheat from the continent of Europe, paid for by export of gold—but to discourage the American shippers, even at moderate prices, and when no specie would have been required in payment. How long this state of things will be permitted to continue, will depend much upon the present ministry in England—but to us the interest constantly lessens in any European market for bread stuffs, as our rapidly increasing population affords a more certain market at home.

"The comparison made in Tables Nos. 5 and 6, does not show any average increase in our exports of flour for five years, ending September 30, 1840—for though the export in 1840 was the greatest ever made from this country, the failure of our crop in 1836, and deficiency in that of 1837, occasioned the exports of 1837 and 1838 to fall full fifty per cent below an average. But it will probably appear that for the next ten years, steady American markets will be found for 1,250,000 barrels, annual average export, if the increased growth of wheat should be such as to meet the wants of a population continually on the advance; and leave such a surplus for export.

I.—POPULATION, compared with the Growth, Consumption, and Export of Wheat, in Three Sections of the United States.

SECTIONS.	Population in 1840.	Crop in 1840.	Used for seed, starch, &c.	Exported to foreign countries.	Consumed for human food.	Imported from wheat section.	Exported from wheat to other sections.	Annual consumption of wheat per head.
	per official census.	bushels of 60 lbs.	bushels.	bushels.	bushels.	bushels.	bushels.	bushels.
States East of Wheat section—Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut	2,234,822	2,000,000	160,000	....	7,750,000	8,910,000	....	3 1-2
Wheat growing section—Latitude 35 deg. to 45 deg. north; longitude 5 deg. east to 15 deg. west of Washington—including New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Kentucky, Tennessee, Ohio, Michigan, Indiana, Illinois, Missouri, District of Columbia, and North-West Territory	11,317,666	73,000,000	7,190,000	11,300,000	46,200,000	....	8,310,000	4 1-12
States south of 35 deg. north latitude—South Carolina, Georgia, Alabama, Mississippi, Arkansas, and Florida Territory, and including also North Carolina, though nearly all above 35 deg.	3,510,078	5,000,000	400,000	....	7,000,000	2,400,000	....	2
In naval service of the United States	6,100							
Population in 1840	17,068,666	80,000,000	7,750,000	11,300,000	60,950,000	8,310,000	8,310,000	gen. aver. 3 1-10

II.—INCREASE of Population in the United States, compared with the Growth, Consumption, and Export of Wheat, from 1790 to 1840.

YEARS.	Population of the United States.	Atlantic cities—Boston, New York, Philadelphia, Baltimore, Charleston, New Orleans.	Inland cities—Albany, Buffalo, Cleveland, Detroit, Pittsburgh, Cincinnati, Louisville, St. Louis.	Land under cultivation in wheat	Estimated product of average crop.	Used for seed, starch, and animal food.	Wheat exported to foreign countries, in flour and grain.	Consumed for human food.	Proportion of crop exported.	Average price per bushel of 60 lbs. at Philadelphia.	Value of the wheat crop at market, exclusive of seed, &c	Average prices in Great Britain.	Average price in Philadelphia in each period of ten years.	Average price in Great Britain in each period of ten years.
	per census.	popu-lation.	popu-lation.	acres.	bushels of 60 lbs.	bushels.	bushels.	bushels.	per ct.	dol- lars.	dollars.	pr. qr. of 8 bushels.	per bushel. of 8 bushels.	pr. qr. of 8 bushels.
1790	3,929,328	130,051	3,500	1,000,000	17,000,000	1,550,000	4,750,000	10,700,000	28	1 20	18,540,000	51 11d	..	47s 6d
1800	5,309,758	210,539	9,000	1,300,000	22,000,000	2,100,000	5,300,000	16,600,000	15	2 00	20,800,000	112 3	1 58 02	7
1810	7,339,903	314,795	25,700	1,750,000	30,000,000	2,800,000	4,320,000	22,880,000	14	1 90	22,880,000	103 8	1 58 23	8
1820	9,638,166	400,023	33,000	2,600,000	38,000,000	4,180,000	5,900,000	27,950,000	15	0 95	26,100,000	65 7	1 58 56	0
1830	12,865,029	569,434	82,344	3,000,000	50,000,000	4,800,000	6,175,000	39,125,000	12	1 00	43,200,000	64 3	1 55 58	7
1840	17,068,666	871,621	169,239	4,700,000	80,000,000	7,780,000	11,300,000	60,950,000	14	1 00	72,250,000	66 4	1 50 56	11

III.—COMPARATIVE Average Export of Wheat Flour, from the principal Flour Marts of the United States, for three periods, of Five Years each.

YEARS.	British North American provinces.	West Indies.	South America.	Great Britain and Ireland.	France.	Spain and Portugal.	Madeira.	Africa.	Asia.	Average of total exports for five years.
1800 to 1804	50,394	514,277	...	214,309	6,740	127,933	25,345	....	...	1,006,731
1805 to 1809	55,995	416,471	273,100	34,776	174	18,770	5,008	4,548	9,778	856,148
1810 to 1814	135,014	297,831	180,096	150,840	95,818	476	1,146	2,617	2,600	816,533

IV.—ANNUAL INSPECTION OF WHEAT AND RYE FLOUR, AND KILN-DRIED CORN MEAL, IN THE PRINCIPAL FLOUR MARKETS OF THE UNITED STATES, FROM 1800 TO 1840, INCLUSIVE.

City	Philadelphia.			New York.			Baltimore.			Alexandria.			Georgetown.		Rich- mond.	Peter- burg.	Frede- richt g.	New Orleans.	Albany.
	Wheat Flour.	Rye Flour.	Corn Meal.	Wheat Flour.	Rye Flour.	Corn Meal.	Wheat Flour.	Rye Flour.	Corn Meal.	Wheat Flour.	Rye Flour.	Corn Meal.	Wheat Flour.	Rye Flour.	Wheat Flour.	Wheat Flour.	Corn Meal.	Wheat Flour.	
1800.
1801.
1802.
1803.
1804.
1805.
1806.
1807.
1808.
1809.
1810.
1811.
1812.
1813.
1814.
1815.
1816.
1817.
1818.
1819.
1820.

Notes.—The returns for the city of New York, in 1837 and 1839, are incomplete, the returns being only from May 1st to December 31st in those years; consequently the returns are estimated for two years.

V.—*Destination of Wheat Flour and Rye Flour, Indian Corn Meal, and Indian Corn, Exported from the United States, annually, from 1800 to 1843, inclusive. Commencing the 1st of October in each Year.*

Y E A R S.	AMERICA.				EUROPE.				AFRICA.		ALL COUNTRIES.			
	British North America.	West Indies.	South America.	Great Britain and Ireland.	France.	Spain and Portugal.	Madeira.	Other parts of Europe.	All parts.	All parts.	Destina- tion uncer- tain.	Rye flour.	Indian Corn meal.	Indian corn.
1800	barrels. 26,473	barrels. 411,611	barrels.	barrels. 172,915	barrels. 7,883	barrels. 7,883	barrels. 13,175	barrels.	barrels.	barrels.	barrels. 21,093	busbels. 392,287	busbels. 919,355	busbels. 1,768,162
1801	25,452	497,021	....	172,915	7,883	7,883	13,175	....	....	....	26,059	33,292	919,355	1,633,283
1802	25,452	497,021	....	172,915	7,883	7,883	13,175	....	....	....	26,059	33,292	919,355	1,633,283
1803	38,324	592,438	....	208,177	14,028	14,028	24,599	10,085	....	....	170,873	28,273	133,696	2,079,696
1804	38,324	592,438	....	208,177	14,028	14,028	24,599	8,895	....	....	159,230	21,769	116,131	1,944,871
1805	30,789	511,350	....	171,440	1,074	1,074	41,235	3,014	....	....	50,207	23,450	168,241	1,861,501
1806	17,608	398,130	....	96,719	....	....	19,279	4,205	....	....	41,222	18,099	108,342	1,664,263
1807	32,000	410,201	....	177,619	....	....	25,320	23,217	....	....	63,498	29,067	136,469	1,918,721
1808	44,244	640,738	....	223,968	....	....	40,909	20,255	....	....	15,581	6,067	30,818	249,333
1809	10,514	154,462	....	158,711	....	....	8,194	61,773	....	....	106,933	1,406	57,260	522,047
1810	18,407	303,971	....	92,136	....	....	49,891	8,279	....	....	92,715	5,078	86,714	1,054,252
1811	31,813	404,464	....	35,183	2,066	2,066	85,179	8,279	....	....	86,930	29,375	147,423	2,039,069
1812	38,243	269,723	....	28,429	....	....	938,047	7,303	....	....	139,075	69,839	90,810	2,039,069
1813	337	325,374	....	....	....	....	973,500	7,303	....	....	32,829	65,680	58,521	1,469,570
1814	600	153,103	....	....	....	....	4,269	405	....	....	34,824	2,716	26,438	61,584
1815	74,097	447,178	....	104,835	64	64	115,629	2,267	....	....	81,911	6,010	72,364	830,516
1816	114,532	320,210	....	4,572	6,934	6,934	18,305	7,519	....	....	108,407	8,373	89,119	1,077,814
1817	180,784	478,791	....	706,601	27,708	27,708	24,589	43,586	3990	1,511	78,067	106,763	384,454	1,675,190
1818	96,123	400,625	....	595,530	25,094	43,010	28,714	26,130	7757	4,820	107,335	135,271	190,029	1,533,741
1819	87,509	408,436	....	591,176	3,257	31,491	25,495	42,831	4804	7,334	48,398	135,271	146,316	1,533,741
1820	199,447	653,520	....	171,772	10,370	12,272	26,921	52,536	3193	10,357	23,223	131,069	607,277	1,469,570
1821	131,035	551,250	....	154,541	1,175	71,958	26,572	9,074	3092	26,429	19,071	148,288	609,098	1,469,570
1822	69,540	442,468	....	19,094	228	25,104	21,315	9,074	....	....	25,065	141,501	749,034	1,469,570
1823	25,061	442,468	....	4,532	....	6,287	4,732	2,068	903	11,943	31,879	152,723	151,501	749,034
1824	59,191	442,468	....	70,473	420	730	3,597	47,440	3843	6,139	29,545	187,285	860,644	1,469,570
1825	72,804	442,468	....	19,557	2,5	594	6,119	53,819	7693	15,438	....	14,472	156,632	806,381
1826	107,860	365,371	....	43,094	19	4,203	5,171	52,114	5403	7,845	....	13,345	131,041	978,044
1827	86,538	365,371	....	23,558	6,965	264	4,091	53,173	4009	7,238	....	22,214	174,639	761,062
1828	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1829	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1830	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1831	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1832	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1833	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1834	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1835	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1836	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1837	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1838	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1839	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1840	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1841	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1842	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187
1843	149,088	348,512	....	231,176	17,464	699	3,779	35,416	221	3,947	290	26,298	207,684	441,187

On referring to the Inspection Tables it will be observed, that the great increase in the supply of flour brought to market, is to ports east of the Potomac, as no material change is apparent in the average inspections of the ports of Virginia for some years; and in the district of Columbia, what Georgetown has gained by the opening of the Ohio canal to the Shenandoah valley, Alexandria has lost.

VI.—STATEMENT of the Exports of Flour and Wheat from the United States, from the Year 1790 to 1843, and also of the Average Price of Wheat in England, and of Flour in Philadelphia, and the Population of the United States during the same period.

Y E A R S.	Bushels of Wheat exported.	Average price of Wheat in England, per Quarter.	Barrels of Flour exported.	Average price of Flour at Philadelphia, per barrel.	Value of Flour exported at average prices, in Philadelphia.	Quantity of Flour shipped to England	Exports of Flour from Canada.	Population of the United States.
		s. d.		dls. cts.	dollars.	barrels.	barrels.	
1790	1,124,458	53 2	724,623	5 50	....	....	....	3,929,320
1791	1,018,339	47 2	610,641	5 22	3,234,735	....	....
1792	853,790	41 9	824,464	5 25	4,378,430	....	....
1793	1,450,576	47 10	1,074,639	5 90	6,340,370	....	10,900	
1794	698,797	50 8	846,010	6 00	5,837,409	....	13,700	
1795	141,273	72 11	687,369	10 60	7,280,111	....	18,000	
1796	31,226	76 3	725,194	12 50	9,064,955	....	4,300	
1797	15,655	52 2	516,633	8 91	4,594,190	....	13,000	
1798	15,021	50 4	567,558	8 20	4,613,975	....	9,500	
1799	10,036	66 11	519,265	9 66	5,016,099	....	14,400	
1800	26,853	110 5	653,052	9 86	6,439,092	172,815	20,000	5,319,762
1801	239,929	115 11	1,102,444	10 40	11,465,317	479,720	38,000	
1802	280,281	07 9	1,156,248	6 00	7,978,111	208,744	28,200	
1803	086,415	57 1	1,311,853	6 73	8,828,771	203,127	15,432	
1804	127,024	60 5	810,008	8 23	6,606,365	7,140	14,067	
1805	18,041	87 1	777,513	9 70	7,541,870	36,752	18,590	
1806	86,784	76 9	782,724	7 30	5,713,885	127,610	10,997	
1807	776,814	73 11	1,249,410	7 17	8,961,202	323,966	20,442	
1808	87,333	78 11	263,813	5 69	1,501,095	2,922	42,462	
1809	393,889	94 5	640,247	6 91	5,647,560	150,741	19,476	
1810	325,924	103 3	708,431	9 37	7,481,298	92,130	12,510	7,239,903
1811	216,833	92 5	1,445,012	9 85	14,377,869	38,163	10,340	
1812	53,832	122 8	1,443,492	9 83	14,180,526	28,429	37,025	
1813	298,545	106 6	1,260,242	8 92	11,247,002	....	817	
1814 .....	....	72 1	193,271	8 60	1,602,150	....	1,217	
1815	17,634	63 8	802,739	8 71	7,514,456	104,855	1,920	
1816	62,321	76 2	729,053	9 78	7,130,138	5,572	1,135	
1817	90,407	94 0	1,479,108	11 69	17,291,824	706,601	38,847	
1818	196,808	83 8	1,157,097	9 96	11,530,602	389,530	30,543	
1819	82,065	72 3	750,500	7 11	5,337,192	51,847	12,085	
1820	22,137	65 10	1,177,030	4 72	5,535,609	171,772	45,369	9,038,106
1821	25,821	54 5	1,056,119	4 78	5,048,248	94,541	22,635	
1822	4,418	43 3	827,805	6 58	5,447,351	12,096	47,247	
1823	4,272	41 9	756,702	6 82	5,100,708	4,252	46,250	
1824	20,373	62 0	996,702	5 62	5,601,071	70,873	41,001	
1825	17,990	66 6	813,006	6 10	4,150,920	27,272	40,003	
1826	45,160	56 11	837,820	4 65	3,988,863	18,315	33,640	
1827	22,182	56 9	808,406	5 23	4,542,234	53,129	54,023	
1828	8,906	60 5	800,800	5 60	4,820,530	23,258	35,720	
1829	4,007	66 3	837,385	6 33	5,300,647	221,176	11,783	
1830	45,780	64 3	1,227,434	4 83	5,928,500	326,182	71,749	12,866,020
1831	408,910	60 4	1,806,549	5 67	10,243,019	879,430	....
1832	88,304	58 8	664,919	5 72	4,947,337	95,958*	31,419	
1833	32,421	52 11	956,768	5 03	5,380,974	22,207	51,435	
1834	36,948	46 2	835,352	6 17	4,118,770	19,681	26,812	
1835	47,792	39 4	779,306	5 88	4,382,848	5,376	16,376	
1836	2,062	48 6	505,400	7 99	4,036,146	181	18,125	
1837	17,303	55 10	318,719	9 37	2,980,307	....	7,764	
1838	6,201	61 7	448,161	7 79	3,491,174	8,295	26,985	
1839	98,325	70 8	916,161	6 50	1,670,512	167,585	19,732	
1840	1,720,860	66 4	1,897,501	5 00	6,923,170	620,919	303,071	17,068,666†
1841	604,585	64 4	1,515,817	....	10,143,615	208,984	....
1842	817,958	58 3	1,283,002	....	7,375,356	208,024	....
1843	311,685	50 1	841,474	....	3,763,073	19,436	....

* In 1837, when the previous harvest in the United States yielded under an average crop, the imports of wheat amounted to much more than double the quantity ever exported in any one year; viz., to 3,921,239 bushels, imported from various countries. In 1838 there were imported 896,560 bushels of wheat, and 12,731 bushels of flour.

† The population returns for the present year, 1845, may be placed at about 20,000,000.

PROVISIONS AND LIVE STOCK EXPORTED.

The rearing of horned cattle and of swine, for provisions, for tallow, for lard, and for their skins, has not been neglected in the United States. But, unless it may be the pork and lard of the north-western states, the quantity salted or prepared for foreign markets, has scarcely increased. This will appear from the following table.

QUANTITY and Value, the Produce of Animals, Exported from the United States, in each Year, from 1791 to 1844.

YEARS.	Quantity of Beef.	Quantity of Pork.	Value of Beef, Tallow, Hides, and Live Cattle.	Value of Butter and Cheese.	Value of Pork, Bacon, Lard, and Live Hogs.	Value of Horses and Mules.	Value of Sheep.	Aggregate Value.
	barrels.	barrels.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791.....	62,771	27,781						
1792.....	74,638	38,098						
1793.....	75,106	38,568						
1794.....	100,806	43,442						
1795.....	96,149	88,193						
1796.....	92,521	73,881						
1797.....	81,812	40,128						
1798.....	89,000	33,115						
1799.....	91,321	32,308						
1800.....	75,645	55,167						
1801.....	75,331	70,779						
1802.....	61,520	78,239						
1803.....	77,934	96,692	1,145,000	585,000	1,890,000	460,000	55,000	4,135,000
1804.....	184,896	111,532	1,520,000	490,000	1,990,000	270,000	30,000	4,300,000
1805.....	115,532	57,925	1,545,000	415,000	1,900,000	220,000	1,500	4,141,000
1806.....	117,819	36,277	1,360,000	431,000	1,090,000	321,000	16,000	3,274,000
1807.....	84,209	39,247	1,108,000	490,000	1,157,000	217,000	14,000	3,068,000
1808.....	20,101	15,478	265,000	195,000	39,000	105,000	4,000	968,000
1809.....	28,555	42,652	425,000	264,000	1,001,000	113,000	8,000	1,811,000
1810.....	47,699	37,309	747,000	318,000	507,000	185,000	12,000	2,169,000
1811.....	76,743	37,270	1,195,000	395,000	1,002,000	254,000	20,000	2,865,000
1812.....	42,787	22,746	524,000	325,000	604,000	191,000	9,000	1,637,000
1813.....	43,741	17,337	539,000	25,000	417,000	8,000	2,000	1,101,000
1814.....	20,297	4,040	241,000	59,000	176,000	1,000	5,000	482,000
1815.....	13,130	9,073	407,000	242,000	498,000	155,000	30,000	1,232,000
1816.....	33,230	19,280	738,000	223,000	719,000	364,000	40,000	2,093,000
1817.....	37,889	14,462	845,000	213,000	537,000	432,000	42,000	2,069,000
1818.....	36,875	17,553	648,000	195,000	754,000	780,000	59,000	1,936,000
1819.....	34,966	28,173	598,000	297,000	1,000,000	100,000	21,000	2,025,000
1820.....	53,191	44,091	858,000	302,000	1,170,000	85,000	23,000	2,447,000
1821.....	66,897	60,647	694,323	190,287	1,354,116	90,830	22,175	2,324,731
1822.....	97,610	68,362	844,534	221,041	1,367,890	94,753	12,376	2,559,568
1823.....	61,418	55,529	759,401	192,778	1,201,222	123,273	18,029	2,361,963
1824.....	66,074	67,320	707,299	204,205	1,489,051	215,396	14,988	2,626,860
1825.....	88,025	85,709	930,465	247,787	1,832,679	283,435	20,627	3,096,860
1826.....	72,888	88,994	732,430	207,765	1,892,429	247,543	17,093	2,699,598
1827.....	90,683	73,813	772,636	184,049	1,555,698	173,849	15,566	2,565,180
1828.....	66,640	53,535	719,961	176,354	1,495,830	185,542	7,499	2,503,291
1829.....	51,190	46,539	674,955	170,205	1,493,629	207,658	22,110	2,379,632
1830.....	46,842	45,645	717,683	142,370	1,315,245	192,244	14,499	2,633,326
1831.....	69,770	51,968	899,982	264,790	1,501,644	218,015	22,385	2,179,322
1832.....	58,027	68,025	774,087	290,820	1,728,106	164,034	21,464	2,556,880
1833.....	64,322	105,870	958,076	258,452	2,151,598	167,380	20,002	3,003,673
1834.....	46,181	82,061	751,259	190,009	1,796,001	233,354	36,566	2,901,896
1835.....	36,028	61,837	638,701	164,809	1,776,732	246,680	18,548	2,661,730
1836.....	22,550	22,550	699,116	114,033	1,383,344	568,104	16,852	2,360,004
1837.....	24,563	24,563	585,146	96,170	1,299,795	231,620	20,462	2,340,850
1838.....	23,491	21,356	528,231	148,191	1,312,346	291,025	15,960	2,864,011
1839.....	16,189	41,391	871,646	197,530	1,777,230	540,320	30,698	2,006,034
1840.....	19,081	66,281	623,373	210,749	1,954,894	292,148	35,767	4,269,186
1841.....	56,537	123,292	904,918	504,815	2,621,567	299,654	38,892	
1842.....	49,881	180,023	1,212,638	888,185	2,620,463	212,696	29,061	
1843.....	37,812	80,301	1,092,949	508,968	2,120,000			
1844.....								

The increase of exports during the year ending the 30th of September, 1842, and during the nine months ending the 30th of June, 1843, has been attributed in this country to the British tariff, which came into operation in the latter end

of 1842. In order to show the fallacy of such an assertion, it must be remarked that the exports of 1842 were effected before the British tariff came into operation ; that the duty on butter, cheese, and tallow, were not reduced in that tariff; that no live cattle, hogs, sheep, horses, or mules, were exported at all to the United Kingdom; and that the exportation of beef, pork, hams, bacon, lard, tallow, butter, hides, &c., were chiefly to the following countries, viz., in 1842, and for the nine months ending the 30th of June, 1843.

ARTICLES.	Foreign West Indies and South America.		British Possessions.		United Kingdom.		France.		All Countries.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
1842		dollars.		dollars.		dollars.		dollars.		dollars.
Beef brls.	22,302	123,436	15,036	300,929	2,801	168,097	2,649	441,697	48,581	1,212,638
Tallow lbs.	176,874		550,322		1,714,320		4,574,247		7,038,002	
Hides.....No.	14		29,843		6,731		14,942		86,157	
Horned cattle do.	76	912,502	9,811	97,199	none	237,028	none	502,108	9,887	2,629,803
Pork.....brls.	29,385		131,289		6,900		3,939		180,032	
Hams and bacon.....lbs.	1,763,038		459,293		460,274		45,407		2,818,841	
Lard .....do.	7,313,814	794,399	692,547	502,683	3,430,738	512,683	8,438,336	634,647	20,102,307	2,120,020
Hogs .....No.	516		5,048		none		none		5,564	
Butter.....lbs.	473,465		575,189		676,265		none		2,055,185	
Cheese.....do.	227,992		484,227		1,414,784		do.		2,450,007	388,185
1843										
Beef .....brls.	12,670	115,264	10,448	207,988	6,886	381,769	966	341,020	37,812	1,092,949
Tallow lbs.	463,420		259,146		3,053,614		2,957,873		7,469,982	
Hides.....No.	none		1,827		8,882		35,741		50,346	
Horned cattle .....do.	4	794,399	5,176	502,683	none	512,683	none	634,647	5,181	2,120,020
Pork.....brls.	21,828		49,443		3,230		1,355		80,310	
Hams and bacon.....lbs.	1,320,316		280,866		656,328		65,807		2,427,067	
Lard .....do.	6,553,791	557,722	437,823	502,293	4,569,484	2,313,643	11,702,510	13,371	24,534,217	506,986
Hogs .....No.	197		6,535		none		none		7,162	
Butter lbs.	555,778		1,274,521		1,059,776		71,911		3,408,247	
Cheese.....do.	557,722		502,293		2,313,643		13,371		8,440,144	

The imports into the United Kingdom of the above articles, the produce of the United States, have been of comparatively unimportant value; of those on which duties have been reduced in the tariff of 1842, none are of any consequence in the amount imported except lard, and France has taken more than double the quantity of lard from America that has been imported from the United States.

Lard and lard oil will hereafter continue to be one of the principal animal products which America will export. Not for food, but for burning in lamps, and for the use of machinery and of manufactures.

PORK TRADE OF CINCINNATI.

"Twenty years since (says a recent writer on this business), we are told, it was so insignificant, that no one house was engaged in it exclusively, and the whole number of hogs then cut in one season did not exceed 10,000. At that period the hogs were killed (as isolated farmers now kill them in the country) out of doors, and then hung upon a pole. The butchers charged the farmers twelve and a half to twenty cents, per head, for killing them, and the offal as at present. From this insignificant beginning the business has increased, so that the number of hogs killed this year (1842) will probably reach 250,000, and the butchers now frequently pay ten to twenty cents premium per head for the privilege of killing them. And instead of a few houses incidentally engaged in the business a part of the year, there are now twenty-six pork houses exclusively engaged in it, and which

use a capital of *nearly 2,000,000 of dollars, which, by the way, has been mostly foreign this season, owing to the disasters of the last three years.*

"The district of country in the west devoted to the raising of pork as an article of commerce, includes Ohio, Kentucky, Indiana, Illinois, Missouri, Iowa, and a part of Tennessee; but the bulk of the business is done within a circle of 300 miles in diameter, with Cincinnati as its centre, including the contiguous parts of Ohio, Kentucky, and Indiana. Hogs, are, however, frequently driven to this market from a distance of 200 miles, as notwithstanding large numbers are killed at various places in the Wabash and Miami valleys, at Madison, Indiana, Portsmouth, Chillicothe, &c., this business will concentrate in the largest cities, where labour, salt-barrels, and other facilities are naturally most abundant. In a populous city, also, the steaks, spare-ribs, &c., not used in packing, can always be disposed of for cash, without loss; and in this city, also, if anywhere in the west, active cash capital is always found.

"In the above district the number of hogs prepared for market this season will not fall short of 500,000 (and this is not a larger number than usual), besides the vast amount detained for domestic consumption. Of this number 250,000 are probably packed in Cincinnati, 150,000 more will probably come here for a market or reshipment, and 100,000 more may be set down as the estimate for those that will be shipped from various other towns on the river, without being landed here. Of the above number 75,000 are raised in the Wabash valley alone.

"Our hogs are fed on Indian corn exclusively. They are never '*fed on mutton*,' as an English nobleman lately stated at an agricultural fair. The stock is well crossed with imported animals from Europe, of the various Chinese, Irish, English, and Russian breeds, and is probably exceeded by none in the United States. Hogs have been raised here, weighing over 1200 lbs., but the average runs from 200 to 250 lbs.—the latter size being the most desirable.

"In Kentucky, the drovers frequently buy the hogs alive of the farmers by gross weight, as is sometimes the case in Ohio and Indiana. But generally the farmers club together (each one having his hogs marked), and drive them to market themselves in droves of 500 to 1000, and seldom less than 500, except in the immediate vicinity of the city. During the first day or two the hogs cannot well travel more than four to six miles; but after that they travel eight and sometimes ten miles per day, depending upon the condition of the roads. The Yorkshire are said to be the best travellers.

"Having reached some of the extensive slaughtering establishments in the neighbourhood of the city, a bargain is made with the butchers to kill and dress them, which is done for the offal, and the hogs, after being dressed, are carried to town at the expense of the butcher.

"The hog is bought by the pork packer, completely dressed 'by the butcher, and delivered at the pork-house."

Notwithstanding the above account, it does not appear that the export of pork or beef to foreign countries has, or will, increase (see tabular statements). The increased consumption of animal food by the large towns, by those engaged in the inland and coasting, and foreign navigation, in the lake, river, shore bank, and whale fisheries, will keep pace with the probable increase of cattle and hogs raised for beef and pork.

Lard, Lard Oil, and Vegetable Oils.—Mr. Ellsworth in his reports for 1842 and 1843, states :—

"The subject of the manufacture of oil from corn and lard was introduced to the notice of the public in the report of last year. As corn oil has heretofore been connected with distillation, although it is easily made, and answers a good purpose, less attention has been devoted to it. It has been suggested, on good authority, that it can be gathered from the mash which is prepared for fermentation for feeding swine. If this should be confirmed by further experiments, as it would not be liable to the same objection urged against the former,

the manufacture of spirituous liquors, it may hereafter be carried on to a great extent. No doubt seems to be entertained of its value for burning, and all other purposes to which oil is applied but paintings.

"Much interest has been felt on the subject of oil from lard, and the almost daily inquiries respecting its process of manufacture, &c., and its close connexion with the question of disposing of our agricultural products, forms a reason for giving it a more extended consideration in these remarks. Complete success has attended the enterprise. Several large factories for the manufacture of this oil have been some time in operation in Cincinnati, and thousands of gallons are daily prepared for home consumption and exportation. It is also carried on at Cleveland, Ohio; Chicago, Illinois; Burlington, Iowa; Hannibal, Missouri; and other places both in the western and Atlantic states.

"It is considered much superior to olive or sperm oil for machinery and for the manufacture of woollens, &c. It can be furnished also at half the price, and therefore it will doubtless supersede that article of import. As it contains less gelatine than other oils, it is found much better for combing wool, for which purpose a single factory wished to contract for 10,000 gallons from one establishment. An order for 600 gallons, with this view has already been received for the use of a cloth factory in Huddersfield, England. Repeated experiments, too, have shown, that for the purpose of combustion no oil is superior.

"The following are given as the relative constituents of lard oil and sperm oil, in 100 parts of either :—

	carbon.	hydrogen.	oxygen.
Lard oil . . .	79.03	11.422	9.548
Sperm oil . . .	79.05	11.6	8.9

"It will be thus seen that the difference in carbon is only 3.00; about the same in hydrogen; while in oxygen it is about 4.10 in favour of the lard oil. The large quantity of carbon proves that it may be relied on as a material for giving light, as it is well ascertained that whenever carbon predominates in an animal oil the article is capable of a high degree of luminous power. Experiments have been made by Mr. Campbell Morfit, of Philadelphia. These resulted in favour of lard oil. About sixty lbs. in 100 lbs. of good lard, in tallow only twenty-eight lbs. is oil; and the processes of manufacture resorted to, show that it may be made a profitable business."—*Report for 1842.*

"The amount of lard and tallow worked into oil, and stearine candles, in the vicinity of Cleveland the past year, is 250 tons; while the year before it was only eighty tons. The process adopted with respect to sperm oil, in producing *stearine*, has not been found to answer with regard to lard and oil, on account of the different mode of their crystallisation. Compression answers in the former case; but in the latter it has a tendency to confine the fluid parts that may be separated. The usual modes, by the use of alcohol, camphor, acids, and alkalies, are found too expensive; but, by the improved method described by Mr. Stafford, a more beautiful article, clear, and capable of enduring a temperature of twenty degrees, is said to be produced. The oil which he mentions, is superior in appearance to the sperm oil of the stores.

"The candles of stearine sell, it is said, at from fifteen to twenty cents per pound, by the box; and, in light, are equal to the first quality of tallow candles, but last twice as long, and are not greasy in warm weather.

"Mr. Stafford states the price of lard at four and a half cents per pound, and says, that from May to August, he worked the average of 3500 pounds per day. The fattened hog can be turned into the steam tub (hams, blood, entrails, &c., excepted), separated by heat—the fat from the lean, bone, and muscle—and twelve hours after the fat is cold, and candles can be produced. The lighthouse and beacon at Cleveland have been exclusively supplied with lard oil, since the opening of navigation, for the past year. Mr. Stafford further says, that 'assuming pork to be worth one dollar fifty cents per cwt., by his improved process he could deliver, for lighthouses, the first quality of lard-oil in New York, at thirty-seven and a half cents per gallon, and candles, as described, at twelve and a half cents per pound, and leave a good broad margin for profit.' Mr. Wing gives a statement respecting this subject in Cincinnati. By his account there are four establishments for the purpose of manufacturing lard by steam in that city. It is said to succeed admirably, making it perfectly white and

pure; the process, too, proves a great saving of expense, as well as furnishes a larger quantity from the same amount of pork.

"For the conversion of lard into oil and stearine, there are, in Cincinnati, not less than thirteen factories in full operation, making from 300 to 2500 barrels each in a season, or 100,000 gallons. The oil sells there at sixty cents per gallon, by the barrel, and seventy-five cents by retail. The stearine made by one establishment amounts to 750,000 pounds per annum, two-thirds of which (the summer) is suitable for making candles. This stearine sells at seven cents per pound; and the winter, which is used for culinary purposes, is equal to the best leaf lard, and sells for six cents per pound, when well put up in kegs for shipping.

"Lard oil is also manufactured in Columbus, Ohio; Wheeling, Virginia; Pittsburg, Pennsylvania; Indianapolis, Indiana; St. Louis, Mobile; Springfield, Illinois; Nashville, Tennessee; New Orleans, Louisiana; Rochester, New York; New York city, and various other places."—*Report for 1843.*

It is stated in several papers that the demand for lard oil, as a perfect substitute for sperm oil will soon raise the price of hogs and pork.

CULTIVATION OF SUGAR IN THE UNITED STATES.

"The sugar-cane has, for several years, been extensively cultivated in Louisiana, and, for some time, to a limited degree in Georgia, and West Florida. In Louisiana, five kinds of the cane have been raised. The first is the Cr  le cane, which is supposed to have come originally from Africa. The second is the Bourbon cane from Otaheite. Besides these, are the riband cane, green and red; the riband cane, green and yellow; and the violet cane of Brazil. The latter species was abandoned soon after its introduction, as it proved less productive in our climate than any of the others. The other species are the best suited to the nature of the soil. They are all more or less affected by the variations of the atmosphere, are very sensible to cold, and are killed in part by the frost every year. Experience has demonstrated that the cane may be cultivated in a latitude much colder than was generally supposed; for fine crops are now made in Louisiana, in places where, a few years ago, the cane froze before it was ripe enough to make sugar.

"In the process of cultivation, the ground is ploughed as deep as possible, and harrowed; after it has been thus broken up, parallel drills or furrows are ploughed at the distance of two feet and a half to four feet from one another; in these the cane is laid lengthwise, and covered about an inch with a hoe. Small canals, to drain off the water, are commonly dug, more or less distant from each other, and these are crossed by smaller drains, so as to form squares like a chess-board. These ditches are necessary to drain off the water from rains, as well as that which filters from the rivers, which would otherwise remain upon the plantations. The average quantity of sugar that may be produced upon an acre of land of the proper quality, well cultivated, is from 800 to 1000 lbs., provided that the cane has not been damaged, either by storms of wind, inundations, or frost. The strong soil is easiest of cultivation, and most productive, in rainy seasons. The light soils require less labour, and yield more revenue, in dry seasons. To these variations, others are to be added, resulting from the different exposure of the lands, the greater or less facility of draining, and also from the greater or less quantity of a weed known by the name of coco or grass nut. Sixty working hands are necessary to cultivate 240 acres of cane, planted in well-prepared land, and to do all the work necessary until the sugar is made and delivered."—*Book of the United States.*

In an article in *Hansard's Register*, it is stated—

"That the great staple of Southern and Eastern Florida must be *Sugar*. We now call the attention of the planters of Georgia, the Carolinas, Alabama, and of Middle and West Florida, to the sugar hammocks and sugar savannahs of Florida, lying *East of the Suwannee*. And first, we observe, that East Florida embraces an area more than equal in extent to the state of South Carolina. It has been estimated by competent judges familiar with the country, that there are in East Florida, at the least calculation, 500,000 acres of the choicest sugar lands. The hammocks and savannahs that constitute *these sugar lands proper*, belt the eastern and southern coast of East Florida, and are permeated by navigable streams. They commence fifteen miles south of St. Augustine, and are divided thus:—

four-fifths are hammock, and one-fifth savannah land. The characteristics of the hammock soil are, a deep vegetable black mould, underlaid by a firm clay pan or stratum, based upon a bed of rich pure marl, of a dark clay colour, and this bed of marl varying from eight to twenty feet in depth, of course inexhaustible for soil or for manure. These hammocks are thickly studded with a luxuriant growth of, first, the cabbage-palm tree; second, live-oak, with gum, magnolia, orange, hickory, maple, ash, cedar, &c. The savannahs are even more valuable, having a similar but still richer soil, and without any timber to obstruct the process of immediate cultivation.

"The chief outlets of this sugar region (soil, and climate, and other advantages considered, the best, it is believed, on the continent of America), are the St. John's, the Ocklawaha, the Suwannee, the Santa Fé, Echactennee New River, the Matanzas, Halifax, Hillsborough, and Withlacoochee; the harbour of St. Augustine, the Matanzas, Mosquito, and Indian River inlets. The value of these *sugar lands* is greatly enhanced from the fact that they are, in almost every instance, contiguous to, or surrounded by, the best provision and grazing lands, to an illimitable extent."

In the account given of the trade of New Orleans, we have given tabular statements of the exports of the cane-grown sugar of Louisiana. The following statements are from Mr. Ellsworth's Reports, for 1841, 1842, and 1843; and from various sources of information:—

"The progress of the sugar manufacture, and the gain upon our imports, has been rapid. In 1839, the import of sugars was 195,231,273 lbs., at an expense of at least 10,000,000 dollars; in 1840, about 120,000,000 lbs., at an expense of more than 6,000,000 dollars. A portion of this was undoubtedly exported, but most of it remained for home consumption. More than 30,000,000 lbs. of sugar, also, from the maple and the beet-root, were produced in 1841, in the northern, middle, and western states; and, should the production of corn-stalk sugar succeed, as it now promises to do, this article must contribute greatly to lessen the amount of imported sugars. Indeed, such has been the manufacture of the sugar from the cane for the last five years, that were it to advance in the same ratio for the five to come, it would be unnecessary to import any more sugar for our home consumption. Some further remarks on this particular topic will be found in connexion with the subject of corn-stalk sugar."—*Report for 1841.*

"The early frosts and high winds threatened it, and were thought to have cut off the crop by thousands of hog-heads; the clear, cold weather, however, succeeding, prevented it from proving so injurious as a milder and more moist season would have done. Even the frozen cane turned out very well, and thus nearly realised the full amount of the planters' expectations. The capital employed in the production of sugar, in 1842, is said to be 52,000,000 dollars, and the average manufacture is, probably more than 80,000,000 lbs., and 4,000,000 gallons of molasses."—*Report for 1842.*

"The crop of cane sugar for 1843 fell off. Maple sugar, also, proved a failure. Good molasses and syrup have been made from corn-stalk juice; and, though it has been found difficult to make a crystallised sugar from it, it appears evident that every farmer may supply, from his own ground, abundance of molasses or syrup."—*Report for 1843.*

POUNDS of Sugar produced in each State in 1840.—(Official Account.)

S T A T E S.		Quantity.	S T A T E S.		Quantity.
		lbs.			lbs.
Maine	238,230		Brought forward		19,675,316
New Hampshire	1,097,394		Mississippi		70
Massachusetts	579,427		Louisiana		249,937,720
Rhode Island	50		Tennessee		251,745
Connecticut	51,764		Kentucky		
Vermont	4,220,511		Ohio		6,989,088
New York	10,003,501		Indiana		3,720,186
New Jersey	55		Illinois		391,446
Pennsylvania	1,555,077		Missouri		232,560
Delaware	36,266		Arkansas		9,535
Maryland	1,530,541		Michigan		
Virginia	30,000		Florida Territory		
North Carolina	231,140		Wisconsin Territory		
South Carolina	10,135		Iowa Territory		41,750
Georgia			District of Columbia		
Alabama					
Carried forward		19,675,316	Total		281,265,116

"The importation of sugar and molasses into the United States, chiefly from Brazil and the Spanish West Indies, is annually very large. By the reports of the secretary of the treasury, the imports of sugar into, and exported from, the United States, were as follows:—

Y E A R S.	Quantity.	Y E A R S.	Quantity.
	lbs.		lbs.
1832.....	66,452,288	1836.....	191,426,415
1833.....	97,688,132	1837.....	136,130,819
1834.....	115,389,855	1839.....	163,000,000
1835.....	126,036,239		

"Imports of sugar from Brazil for five years:—

Y E A R S.	Quantity.	Value.	Y E A R S.	Quantity.	Value.
	lbs.	dollars.		lbs.	dollars.
1834.....	6,810,156	356,805	1837.....	3,247,401	199,387
1835.....	7,969,883	795,043	1838.....	7,885,067	429,853
1836.....	27,849,654	1,579,596			

Y E A R S.	Quantity.	Value.
	lbs.	dollars.
1840—Brown sugar imported	107,955,038	4,742,492
And there was exported —		
Refined to the value of .....	....	1,214,658
Molasses " .....	....	2,910,791
1841—Imports—		
Brown sugar	165,063,083	7,605,830
White clayed	18,233,579	1,192,207
Refined	13,435,385	1,346,974
1842—Brown sugar exported.....	166,533	8,890
Refined	3,430,346	291,499
1843—Nine months, ending June 30 —		
Brown sugar exported, indigenous.....	68,503	3,435
Refined	598,881	47,345

"The quantity of sugar imported into Boston, chiefly from Cuba, was—

Y E A R S.	Brown.	White.	Y E A R S.	Brown.	White.
	lbs.	lbs.		lbs.	lbs.
1840.....	29,978,674	9,704,821	1843.....	23,655,165	1,142,404
1841.....	31,990,342	11,252,061	1844.....	38,042,135	1,485,513
1842.....	29,541,675	2,695,237			

"Of which from Cuba—

In 1843, 17,552,054 lbs. brown, and 1,131,731 white.
In 1844, 29,597,873 " " 1,485,513 "

"The whole quantity of molasses imported into Boston, foreign and coastwise, in 1842, was 63,676 hogsheads; and in 1843, 57,660 hogsheads; in 1844, about 64,000 hogsheads.

IMPORTS of Sugar and Molasses for Ten Years, into New York.

Y E A R S.	MOLASSES.	Duty.	SUGARS.	Duty.
	dollars.		lbs.	
1833.....	2,867,940	5 cents per gallon.	4,752,343	2½ cents per lb.
1834.....	2,989,020	" "	5,537,829	" "
1835.....	3,074,172	" "	6,804,174	" "
1836.....	4,077,312	" "	12,314,504	" "
1837.....	3,444,701	" "	7,202,608	" "
1838.....	3,865,285	" "	7,586,360	" "
1839.....	4,384,234	" "	9,919,502	" "
1840.....	2,910,791	" "	5,880,950	" "
1841.....	2,628,519	" "	6,798,037	" "
1842.....	1,942,575	4½ mills per lb.	6,370,775	" "

"The whole produce of sugar in Louisiana, in the year 1828, was stated at 88,878 hogsheads of 1000 lbs. each; the capital invested in sugar estates estimated at 45,000,000 dollars; the number of sugar plantations in 1827 about 700; in 1840 only about 525

would seem to have been in operation. The average annual amount of sugar produced is about 90,000,000 lbs. The quantity of molasses produced in the same state is 4,000,000 gallons. The amount of capital then employed was 52,000,000 dollars, with 40,000 hands and 10,000 horses.

"According to the circular of Messrs. A. Gordon, Wylie, and Co., of New Orleans, issued at the close of 1844, the whole quantity of sugar produced that year in the United States is estimated at 126,400,310 lbs., of which Louisiana yielded 97,173,590 lbs. There are in this state 668 sugar plantations, of which 361 work by steam power, and the number of blacks employed amount to about 26,000. The yield varies according to the accidents of weather: in 1843, the crop was 140,316 hogsheads; in 1844, about 100,000; and the prospects of the coming crop are so favourable, that it will probably amount to 175,000 hogsheads. The lands cultivated are almost exclusively low alluvial land, bordering on the Mississippi, and the minor streams lying to the south and west. One or two estates have as many as 500 slaves, but the average of all is about forty hands, men and women. The product varies very much, according to circumstances and cultivation. On small farms as much as 10,000 lbs. of sugar per working hand has been made, but half that quantity would be a high average. The labourers are very well fed and clothed, and work moderately; and the slave population employed in the cultivation of sugar increases on all the plantations where the people have become acclimated. The cane cultivated is the species or variety called the riband cane, originally from Java, which has superseded the Creole or St. Domingo cane, as well as the variety brought from Tahiti.

"In a memorial addressed to the State Legislature, in 1840, it was stated that sugar could not be produced for less than five cents per pound; but field-hands, provisions, and lands are all cheaper since then, and at four cents it must be a remunerating crop. The extension of cultivation will much depend upon the protection afforded by the tariff. With the present duty of two and one-half cents per lb. on foreign sugar, large tracts of land in the union will be taken in; and there are still enormous tracts in Louisiana, well situated on water-courses now lying idle. Many experiments are making in the manufacturing of sugar, and these, with improved cultivation and draining, must long before augment considerably the quantity produced. But (observe Messrs. Gordon and Co.) we see no reason to suppose that the sugar of Louisiana can become an article of importance in European markets, save so far as it supplies, or fails to supply, the wants of the United States. It may be that with a very large crop, or a failure in the crops of the West India Islands, some small portion may find its way to Great Britain; but if so, it will be accidental, and not a supply to be looked for."

Mr. S. Tillotson, a sugar planter, New River, Louisiana, says: "The plants we cut and matlay in beds during the autumn, usually in October, previous to the sugar-making season, and before the canes are injured by frosts. Often the unripe tops, which would otherwise be thrown away, are winrowed for plants. The best plant cane we usually save for plants, because they are the easiest put up and the quickest planted; for time and saving of labour are money. Besides, by planting the whole stalk, it grows more vigorously than the tops, especially in a dry season.

"After the sugar-making season is over, which is usually about the 1st of January, we prepare our land, designed for cane by ploughing and harrowing, breaking it from four to eight inches deep: the stiffer the land, the deeper the ploughing is necessary, to protect it from drought. Thus prepared, the ground is laid off in rows, with a two-horse plough, about six feet apart (some plant as close as four feet). In these furrows, a double-mould board plough with one horse is run, in order to clear the furrows of lumps and sods, and also to deepen and widen the furrows, as it is necessary to put the plants several inches below the surface, otherwise the cane would require too much hilling, especially the second and third years.

"The plants are now taken off from these mats, and the leaves stripped off, placed in carts, carried and tipped out on the prepared land, and laid lengthwise in the furrows. We plant three canes side by side, or triple; some say one and a half is sufficient. The closer the rows, the less each would require. We now pass along with a cane-knife, and cut the cane in pieces, say from two to three feet in length, in order that the canes may lie more level, and because more eyes will vegetate. Being thus placed, they are covered

with a plough to the depth required, from one to three inches; over which a light harrow may be passed. Many prefer to cover with the hoe. As soon as the freshets are over in February, the cane is ploughed—running the bar each side the cane, and throwing the furrows from it; the cane, beginning to come up, is scraped (so called); if covered too deep, the earth is taken off, usually with a hoe, sometimes with a harrow or other machine, and cleaned from grass and weeds. In a few weeks it is again ploughed and hoed, and again, when necessary; a little earth put to it when required.

“The cane by April or May has come up thick in the rows, but usually not so thick but that the stalks, when about a foot and a half or two feet high, send out many new stools or shoots from the bottom of the stalk; and, if they come out early, grow and mature equal to the main stalk. It is usual to give it three or four workings, and, in the last, to hill the cane three or four inches, and sufficiently high to protect the lower eyes on the stalks from freezing during the winter. Those eyes vegetate next spring, and produce nearly equal to the first season, on fresh land, and so again the third year, and often longer. Cane is injured by hilling before the stools are sufficiently high, and should receive the last working soon after it is about three feet high, in order to afford more time for ripening. After this period, say in June, it grows very rapidly; the joints begin to appear, and the lower ones begin to ripen and sweeten; and, by the middle of October, usually ripen from two to four feet from the bottom, and continue to ripen about a joint or six inches a week, till they are cut for the mill, or till the freeze comes, or till they are cut to winrow, in order to secure them from an anticipated freeze. About the middle of October, we commence making sugar. Each hand takes a row; first cuts the top of the stalks off, just below the green leaves, and drops them on the ground, or lays them in winrow, if designed for plants; then, with the knife (the blade of which is about eighteen inches in length and two inches in breadth), the dry leaves are stripped from the stalks, and the cane is cut close to the ground; the left hand, at the same time, has hold of the canes thus cut, and places them in small heaps, convenient for loading into carts, drawn by horses, mules, or oxen. Other hands load the cane, and it is hauled to the mill.

“The cane-fields are all ditched, usually every acre in width, with cross ditches about every five acres. No water is allowed to remain on the surface. The cultivation is as simple as that of broom corn, and the young shoot far more vigorous.

“Cane-stalks usually grow from six to nine feet high. The leaves shoot up two or three feet higher. Cane ripens in favourable seasons within twelve or eighteen inches of the top. You will perceive we plant one-third of our cane-land, or crop; yearly; two-thirds coming from the ratoons.

“The crops have not been good in Louisiana for several years past. That of 1841 was injured by the early frosts, and the amount was not so great as that of 1839 by nearly one-third. The crop of 1842 was an average one; that of 1843 was also rather limited, compared with previous seasons. In the year ending September 1839, the river craft brought to New Orleans 70,000 hogsheads of sugar, and 25,000 hogsheads of molasses.—(See exports from New Orleans.)

“We planted, the 8th of April, 1843, four acres in corn, in drills; half of which were three feet, and half four feet apart; and when thinned out, the stalks stood about three inches apart in the rows.

“The corn was well cultivated, and in fine condition; ploughed three times, hoed twice, and harrowed once, and grew large.

“The embryo ears were taken off three times, and before the kernels were formed.

“It was cut, rolled, and boiled, on the 28th of July, after the tassels were dead, and the fodder beginning to dry. It was topped about five feet high, and a very little above, when the embryo ears were taken. The bottom of the stalk appeared more juicy and ripe than the top. The four acres produced sixty cart (body) loads, and yielded 1800 gallons of juice, weighing eight degrees by the syrup-weigher, which, when boiled to the granulating point (139 degrees Beaumé's thermometer, or forty-four degrees by the saccharometer), produced 200 gallons of syrup, and showed no appearance of granulation after standing two months in the coolers; the cause of which was probably owing, in part, to the unripeness of the corn-stalk when cut; but, provided it had granulated as well as usual

for the cane syrup, it would have produced 1300 lbs. of sugar, and eighty-two gallons of molasses."

Cost of Cultivating and Manufacturing Four Acres of Corn—Man and Team.

	dls. cts.		dls. cts.
4 days preparing ground.....	4 00	Brought forward.....	45 50
1 day opening furrows.....	1 00	4 persons feeding mill.....	2 00
1 day covering corn.....	1 00	1 person and horse carrying bagasse.....	1 00
2 days, one person dropping.....	1 00	4 kettlemen boiling.....	2 00
1 day ploughing corn.....	1 00	2 firemen, 9½ hours.....	1 00
8 days hoeing.....	4 00	4 cords wood.....	8 00
1 day harrowing.....	1 00		
3 days ploughing, second time.....	2 00	Expenses.....	59 50
4 days hoeing.....	2 00	1300 lbs. of sugar, at 5 cents.....	65 00
2 days ploughing, third time.....	2 00	82 gallons of molasses, at 20 cents.....	16 40
10 days taking off ears.....	5 00		
4 days, second.....	2 00	Product of 4 acres.....	81 40
4 days, third.....	2 00	Product of 1 acre, 20 dls. 35 cts.	
12 days cutting for mill.....	6 00	Deduct expenses.....	59 50
5 days loading carts.....	2 50		
3 days hauling.....	3 00	Net product of 4 acres.....	4)21 90
8 horses rolling 9 hours.....	4 00		
4 drivers.....	2 00	Net product of 1 acre under Indian corn.....	5 47
Carried forward.....	45 50		

Cost of Cultivating and Manufacturing Four Acres of Sugar-cane.

	dls. cts.		dls. cts.
4 days preparing ground.....	4 00	Brought forward.....	72 75
1 day opening furrows.....	1 00	4 kettlemen.....	6 00
10 days stripping and dropping.....	5 00	2 firemen.....	3 00
1 day covering with plough.....	1 00	16 cords of wood.....	32 00
1 day covering with hoe.....	0 50	1 man and cart carrying bagasse.....	3 00
1 day bat.ing with plough.....	1 00	Putting up sugar.....	0 50
12 days first hoeing.....	6 00		
1 day harrowing.....	1 00	Expenses.....	117 25
2 days second ploughing.....	2 00		
8 days second hoeing.....	4 00	Product of 4 acres of cane, 8000 lbs of sugar, at	
2 days third ploughing.....	2 00	5 cents per lb.....	400 00
8 days third hoeing.....	4 00	480 gallons of molasses, or 60 per hhd. sugar,	
16 days cutting for mill.....	8 00	at 20 cents.....	96 00
4 days hauling 100 loads.....	4 50		
5 loaders, 30 hours.....	3 75	Product of 4 acres of cane.....	490 00
8 horses, 30 hours rolling.....	13 00	Expenses of cultivation and manufacturing.....	117 25
4 drivers.....	6 00		
4 feeders for mill.....	6 00	Net product of 4 acres of cane.....	4)378 75
Carried forward.....	72 75	Net product of 1 acre of cane.....	94 68

The following statements are added to Mr. Ellsworth's report, showing the results of collecting corn-stalks and canes for making sugar, on the banks of New River, Louisiana, in 1843, by Messrs. Tillotson.

"According to our test, the corn-stalk juice required very little lime, and that principally to get the temper. The most simple mode of ascertaining the striking point (or when the syrup is boiled sufficiently), and one of the most perfect is, by dipping into it a small skimmer (milk skimmer), and blowing through it; and when the bubbles rise on the opposite side, in diameter, say, three-fourths of an inch, and before they blow off, the boiling is completed.

"Objections may be made to many of our calculations, but the result will be nearly the same. We admit that an extraordinary yield of corn-stalk may produce double this amount; the same may be said of sugar-cane—2000 lbs. per acre is a common yield for good plant cane; and seldom has a season passed without our making it.

"We have just commenced making sugar this season, and rolled none but ratoon cane (which usually produces much less than plant cane), and it produces exceeding 1000 lbs. per acre; and this has been an unfavourable season for cane. The juice of the corn, as before stated, weighed eight degrees. The juice of the cane we are rolling weighs eight degrees also; and, by lowering the knives (topping lower), it would weigh nine degrees and one-half, and later in the season it will be still sweeter.

"We think it an error to suppose the sugar-cane will not mature in this country. Cane, like the corn-stalk, begins to ripen from the bottom. True, the seasons are too short to mature entirely to the top, though they often do mature six or seven feet high. We are now cutting from two to four feet.

"It seems to us, making sugar or molasses from corn-stalks is impracticable, except far in the interior, or far from water or railroad communication.

"It appears to be overlooked by some writers on the subject, that sugar-cane, in this country, is only planted once in three, four, or five years—usually every three years; that three, four, or five crops, are taken from one planting.

"We have often made exceeding a hogshhead, or 1000 lbs., from an acre, the fifth season after planting; thus making, from one planting, six to eight hogshheads of sugar. The longer the ratoons are cultivated, the drier (the less juicy) the cane becomes.

"We doubt not many of our sugar-planters may doubt the correctness of this statement; nevertheless, it is true, and we trust none who know us will question the statement. It is customary to burn off, early in the spring, the trash or leaves from the cane-fields. We seldom burn any, but rake them into the centre, between the rows, and bar the cane, turning the furrows on them, where they soon form manure to nourish more vigorously the plant, and the better to protect the ratoons for the succeeding crops.

"In expressing the juice, some use steam mills. We use horses and mules, believing them cheaper, as they are all needed to work the crop. We work twenty-four horses to one mill, making three changes; eight horses carry the mill, and are capable of taking off a crop of 400 hogshheads of sugar.

"Our mill, cylinders, housing, and wheels, are cast-iron, with wrought-iron journals, and composition or brass boxes; cylinders three feet and a half in length, and two feet in diameter, and work horizontally, cost about 2000 dollars. The cost of a mill suitable for expressing twenty-five gallons of juice per hour from corn-stalks, worked by one horse, would probably not exceed 300 dollars, if all made of iron; wooden housing, on which the cylinders and boxes set, would answer well, and the expense would be much less."

EXTRACT of a Letter from Mr. Webb to Mr. Ellsworth on Corn-stalk Sugar, dated
Wilmington, December 30, 1843.

"I have never received the letter of which you speak, on the subject of maple sugar; but I have received one from you on the subject of corn and cane sugar, written by S. and R. Tillotson, which is herewith returned, as requested. In relation to the communication of these gentlemen, I would remark, that they estimate the profit of cane culture much higher than my former information had led me to consider it. The net annual revenue of many Louisiana planters must (according to their estimate) equal, if not exceed, the salary received by the President of the United States. But, as I have no practical acquaintance with the subject, I will not presume to doubt the correctness of their calculations. Their experiment with corn appears to have been well conducted, and I have no fault to find with any part, except the inferences which they draw from it. It does not follow, because *they* have failed, that others may not succeed; or, that they themselves may not in future arrive at a more favourable result. It may be that a more northern latitude is better suited to the crop. I have never known the juice to weigh so light as eight degrees. Here, it has uniformly ranged from nine degrees to ten degrees. The fact, that their syrup failed entirely to granulate, shows that there must have been something wrong either in the crop or in its manufacture; and, of course, no certain inference can be drawn from the result of their experiment. But, admitting that no objections of this kind could be urged, has it not been just as completely proved, by careful experiment, that steamboats could never succeed? Has it not been theoretically demonstrated, on scientific principles, that railroads could never be used as a means of rapid communication? Such cases have been too numerous, and are too well known, to require any more than a mere allusion to them. It may be considered as settled, that the manufacture of corn sugar, in the large way, cannot be profitably carried on by the process which succeeds with cane. There is a foreign substance in the syrup, which this process fails to remove, and which prevents its speedy granulation. This is a great objection to the manufacture on a large scale; and, though it cannot be considered an insurmountable one, it must be admitted that it has not yet been obviated.

"The family manufacture, by farmers, can, however, be safely recommended as entirely practicable, for the syrup may be used to the same advantage in a liquid as in a solid state.

If, in manufacturing, evaporation is hastened by the use of flat-bottomed pans, with such other arrangements as will ensure its speedy accomplishment, and the syrup, after being boiled sufficiently, is kept at a temperature not under seventy degrees, it will never fail to granulate. It has been found, from experience, that pans made of Russia sheet iron, six inches deep, are well suited for evaporation. It must not be forgotten, when corn is cultivated for sugar, that it is not the only valuable product which may be secured.

"The leaves and tops from an acre of corn (planted closely), are equal in value to an acre of good grass.

"The Messrs. Tillotson found the expense of growing and manufacturing one acre of corn for sugar, to amount to fifteen dollars. If we admit that the produce of an acre in hay is worth an equal sum, then it follows that, whatever sugar or molasses may be made, is so much clear gain."

Maple Sugar.—The maple forest districts of the northern, middle, and north-western states, are the localities where the sugar from the sugar maple (*acer saccharinum*) is made.

The sugar maple (*acer saccharinum*) differs from the great maple, in its fibres being generally straight and coarser, its wood not being so hard or compact, and its sap granulating more perfectly. From its juice, principally, is made the maple sugar; although all the varieties of maple that we know of, if we class them agreeably to the saccharine matter contained in their saps, might be called sugar maples.

The process of obtaining sugar from the sap of the maple is simple. In the early part of March, at which time sharp frosty nights are usually followed by bright sunshining days, the sap begins to run.

A small notch, or incision, making an angle across the grain, is cut in the tree, out of which the juice oozes, and is conveyed, by a thin slip of wood, let in at the lower end of the cut, to a wooden trough, or dish, made of bark, placed below, on the ground.

The quantity of sap thus obtained from each tree varies from one pint to two gallons per day. Those who follow the business fix on a spot where maple-trees are most numerous, and erect a temporary camp, or lodging. When they have as many trees tapped as can be attended to, the sap is collected once or twice a day, and carried to a large pot, or boiler, hung over a wood fire near the camp. It is then reduced by boiling until it granulates; and the sugar thus obtained is rich, and pleasant to the taste. An agreeable syrup is also made of maple sap. The maple ground occupied by a party is termed a "Sugarie;" and those who first commence tapping the trees consider that possession for one year constitutes right for those years that follow. They often receive, without having any tenure themselves of these lands from the crown, a consideration from others for the right of possession. Great improvements have been made in crystallizing and purifying maple sugar in the United States. *

* "To the Committee on Maple Sugar of the New York State Agricultural Society.—Gentlemen: I herewith submit to your inspection fifty lbs. of my maple sugar. The following is a statement of the manner of making and clarifying the same.

"In the first place, I make my buckets, tubs, and kettles all perfectly clean. I boil the sap

TOBACCO CULTURE.

The growth and enormous consumption of a plant, prepared not as a product of use and nourishment, but as a stimulant—and which was unknown in Europe three centuries ago—is remarkable, as exhibiting how far human labour, skill, and wealth have been, and continue to be, expended on an article which is altogether unnecessary. The introduction of the *distillery* in Europe was a remarkable event; but, as far as the distillation of spirits as a drink, certainly in no way useful, though assuredly pernicious both to health and morals. The growth and use of opium and betel in the East are as remarkable, and at least as injurious, as the distillation and drinking of spirits, and far more injurious than the use of tobacco.

When nations refuse to pay ordinary taxes, it is astonishing how cheerfully they consent to pay high taxes on such articles as tobacco, opium, and spirits. Of the enormous taxation levied annually in the United Kingdom (at least 50,000,000*l.*,) stimulating drinks, and other stimulants, are taxed to the amount of 18,250,000*l.*; viz.: distilled spirits, 7,250,000*l.*; wine, 2,000,000*l.*; malt and hops, 5,250,000*l.*; tobacco, 3,750,000*l.* Now, there is no compulsion to pay any part of these duties; for the law can be legally avoided by refraining from the use of them, and for using which there is not, as far as the health and the strength of the people are concerned, the least benefit derived, while extensive voluntary evil is inflicted on the majority of those who indulge in these stimulants.

The progress of the use of tobacco is shown by the following statement, compiled for *The Northern Light*, Albany, New York, 1841.

“The whole world, within the space of about three centuries, have become chewers, smokers, and snuffers. The Chinese chews and smokes his opium, the East Indian his betel, and the European and American their tobacco. Against these practices it is useless to declaim. It was in vain that the parliament of England discouraged the *flagrant delit* of smoking; in vain did James I. assure his subjects that the custom was ‘loathsome to the eye, hateful to the nose, harmful to the brain, dangerous to the lungs, and in the black

in a potash kettle, set in an arch in such a manner that the edge of the kettle is defended all around from the fire. I boil through the day, taking care not to have any thing in the kettle that will give colour to the sap, and to keep it well skimmed. At night, I leave fire enough under the kettle to boil the sap nearly or quite to syrup by the next morning. I then take it out of the kettle, and strain it through a flannel cloth into a tub, if it is sweet enough; if not, I put it in a cauldron kettle, which I have hung on a pole in such a manner that I can swing it on and off the fire at pleasure, and boil it till it is sweet enough, and then strain it into the tub, and let it stand till the next morning. I then take it and the syrup in the kettle, and put it all together into the cauldron, and sugar it off. I use to clarify, say 100 lbs. of sugar, the whites of five or six eggs, well beaten, about one quart of new milk, and a spoonful of sal-cratus, all well mixed with the syrup before it is scalding hot. I then make a moderate fire directly under the cauldron, until the scum is all raised; then skim it off clean, taking care not to let it boil so as to rise in the kettle before I have done skimming it. I then sugar it off, leaving it so damp that it will drain a little. I let it remain in the kettle until it is well granulated. I then put it into boxes made smallest at the bottom, that will hold from fifty to seventy lbs., having a thin piece of board fitted in two or three inches above the bottom, which is bored full of small holes, to let the molasses drain through, which I keep drawn off by a tap through the bottom. I put on the top of the sugar, in the box, a clean damp cloth; and over that a board, well fitted in, so as to exclude the air from the sugar. After it has done, or nearly done, draining, I dissolve it, and sugar it off again; going through with the same process, in clarifying and draining, as before.

“JOEL WOODWORTH.”

stinking fume thereof, nearest resembling the horrible Stygian smoke of the pit that is bottomless.' The strong arm of the law opposed it; the priest and the physician, the moralist and the philanthropist arrayed themselves against it; all to no purpose. Opposition only served to make proselytes, and the custom has spread far and wide under persecution, till over the whole surface of the globe its fumes arise constantly to the atmosphere, and it is at this moment, perhaps, the most general luxury in existence. In the city of New York alone, the consumption of cigars is computed at 10,000 dollars a day—a sum greater than that which its inhabitants pay for their daily bread; and in the whole country the annual consumption of tobacco is estimated at 100,000,000 lbs., being seven pounds to every man, woman, and child, at an annual cost to the consumer, of 20,000,000 dollars!

"It may be curious to mark by what gradations the use of tobacco has reached this grand crisis. The subject attracted the attention of Professor Beckmann of Göttingen, about the middle of the last century, who took great pains to ascertain the dates of its introduction into the different countries of Europe, and from whose work some of the following items are gathered. He conjectures, that even before the discovery of the fourth quarter of the globe, a sort of tobacco was smoked in Asia; and this opinion was also entertained by the celebrated traveller M. Pallas, who says that, 'Among the Chinese, and among the Mogol tribes, who had the most intercourse with them, the custom of smoking is so general, so frequent, and become so indispensable a luxury; the tobacco pipe affixed to their belt so necessary an article of dress; the form of the pipes, from which the Dutch seem to have taken the model of theirs as original; and, lastly, the preparation of the yellow leaves, which are merely rubbed to pieces and then put into the pipe, so peculiar, that we cannot possibly derive all this by the way of Europe from America, especially as India, where the habit of smoking tobacco is not so general, intervenes between Persia and China.' It may be too late now to investigate the subject, even if it should be considered worth the trouble. But there is one more important confirmation of Professor Beckmann's conjecture to be adduced from Ulloa's 'Voyage to America,' who says, 'it is not probable that the Europeans learned the use of tobacco from America; for, as it is very ancient in the eastern countries, it is natural to suppose that the knowledge of it came to Europe from those regions by means of the intercourse carried on with them by the commercial states on the Mediterranean Sea. Nowhere, not even in those parts of America where the tobacco grows wild, is the use of it, and that only for smoking, either general or very frequent.' We have nothing, however, authentic, earlier than the following:—

"In 1496, Romanus Paine, a Spanish monk, whom Columbus, on his second departure from America had left in that country, published the first account of tobacco, with which he became acquainted in St Domingo. He gave it the name of *cohoba*, *cohabba*, *gioia*.

"In 1519, tobacco is said to have been discovered by the Spaniards near Tobasco, though it is assigned to the next year.*

"In 1535, the negroes had already habituated themselves to the use of it, and cultivated it on the plantations of their masters. Europeans likewise already smoked it. We also find, from a passage in 'Cartier's Voyage,' that it was used in Canada.†

"In 1559, tobacco was introduced into Europe from St. Domingo, by a Spanish gentleman named Hernandez de Toledo, who brought a small quantity into Spain and Portugal. In the same year Jean Nicot, envoy from the court of France to Portugal, first transmitted thence to Paris, to Queen Catharine de Medicis, seeds of the tobacco plant; and from this circumstance it acquired the name of *Nicotiana*. When tobacco began to be used in France, it was called *herbe du grand priure*, from the grand prieure of the house of Lorraine, who was then very fond of it. It was also called *herbe de St. Croix*, after cardinal Prosper St.

* "Cette plante (tabac), acre et caustique, trouvee en 1520, pres de Tobasco dans le golfe du Mexique."—*Precis sur l'Amerique*, p. 116.

† "There groweth a certain kind of herbe, whereof in summer they make great provision for all the yeere, and only the men use of it; and first they cause it to be dried in the sunne, then weare it about their neckes, wrapped in a little beastes skinne made like a little bagge, with a hollow peece of stone or wood like a pipe; then when they please they make poudre of it, and then put in one of the ends of the said cornet or pipe, and laying a coal of fire upon it, at the other end sucke so long, that they fill their bodies full of smoke, till that it cometh out of their mouth and nostrils, even as out of the tonnell of a chimney."

Croix, who, on his return from Portugal, where he had been nuncio from the pope, introduced the custom of using tobacco. It was received at once in France and the Papal States with great enthusiasm, in the form of powder or snuff; it was some time after this period, that smoking became popular.

"In 1565, Conrad Gesner became acquainted with tobacco. At that time several botanists cultivated it in their gardens. The same year Sir John Hawkins carried tobacco from Florida to England, where 'all men wondered what it meant.'

"In 1570, they smoked in Holland out of conical tubes composed of palm leaves plaited together.

"In 1575, first appeared a figure of the plant in Andre Thevet's 'Cosmographie.'

"In 1585, the English first saw pipes made of clay among the natives of Virginia, which had just been discovered by Sir Richard Grenville. It appears, likewise, that the English soon after fabricated the first clay tobacco pipes in Europe.

"In 1590, Schah Abbas of Persia, prohibited the use of tobacco in his empire; but the practice had become so deep-rooted among his subjects, that many of them fled to the mountains, and abandoned every thing else to enjoy the luxury of smoking.

"In the beginning of the seventeenth century they began to cultivate tobacco in the East Indies.

"In 1604, James I. of England endeavoured, by means of heavy imposts, to abolish the use of tobacco, which he held to be a noxious weed.

"In 1610 the smoking of tobacco was known at Constantinople. To render the custom ridiculous, a Turk, who had been found smoking, was conducted about the streets with a pipe transfixed through his nose. For a long time after, the Turks purchased tobacco from the English, and that the refuse. It was late before they began to cultivate the plant themselves.

"In 1615, tobacco began to be sown about Amersfort, in Holland, which afterwards became famous for its cultivation.

"In 1616, the colonists began to cultivate tobacco in Virginia. It is not known whether the plant was indigenous, or whether it came from a more southern country. It is supposed the seeds were from Tobago. But it seems to have been in use among the Virginia Indians at the time they were visited by the English, and was called by them *petun*, or *petum*. Clavigero says, 'tobacco is a name taken from the *Haitine* language.' Humboldt also derives it from the same language, and says that the term was used to designate the pipe, or instrument made use of by the natives in smoking the herb, which the Spaniards transferred to the herb itself, and after them the other nations of the old world.

"In 1619, James I. wrote his 'Counterblast to Tobacco,' and ordered that no planter in Virginia should cultivate more than 100 lbs. a year. He also prohibited its sale in England or Ireland until the custom should be paid and the royal seal affixed; 20,000 lbs. were exported this year from Virginia to England, the whole crop of the preceding year.

"In 1620, ninety young women were sent over from England to America and sold to the planters for tobacco, at 120 lbs. each. The price at first was 100 lbs., which gradually increased to 150 lbs. King James issued a proclamation restraining the disorderly trade in this obnoxious article. In the same year some English companies introduced the smoking of tobacco into Zittau, in Germany, and Robert Konigsman, a merchant, brought the tobacco plant from England to Strasburg.

"In 1622, the annual import of tobacco into England from America, for the last seven years was 142,085 lbs.

"In 1624, the pope published a decree of excommunication against all who should take snuff in the church, because then already some Spanish ecclesiastics used it during the celebration of mass. King James restricted the culture of tobacco to Virginia and the Somer isles, and forbade its importation from any other quarter, considering England and Wales 'as utterly unfyt, in respect of the clymate, to cherish the same for any medicinall use, which is the only good to be approved in yt.'

"In 1631, smoking of tobacco was introduced into Misnia by some Swedish troops.

"In 1634, a tribunal, called the chamber of tobacco, was formed at Moscow, which prohibited smoking under pain of having the nose slit; and the Grand Duke defended the

entrance of tobacco with the infliction of the knout for the first offence, and death for the second.

"In 1639, the grand assembly of Virginia passed a law, that all tobacco planted in that and the two succeeding years, should be destroyed, except such a proportion to each planter as should make in the whole 120,000 lbs., and that the creditors of the planters should receive forty pounds for every 100 lbs. due them.

"In 1653, smoking began in the canton of Apenzell, in Switzerland. At first the children ran after those who smoked in the streets. They were likewise cited before the council and punished, and the innkeepers were ordered to inform against such as should smoke in their houses.

"In 1661, the police regulation of Berne, in Switzerland, was made, which was divided according to the ten commandments. In it, the prohibition to smoke tobacco, stands under the rubric, 'thou shalt not commit adultery,' and was continued in force until the middle of the last century.

"In 1669, the crimes of adultery and fornication were punished in Virginia by a fine of from 500 to 1000 lbs. of tobacco.

"In 1670, and the two following years, smoking of tobacco was punished in the canton of Glaurus, by a fine of one crown Swiss money.

"In 1676, the whole custom on tobacco from Virginia, collected in England, was 600,000 dollars. In the same year, two Jews first attempted the cultivation of tobacco in the margravate of Brandenburg; but which, however, was not brought to bear till 1681.

"In 1689, Jacob Francis Vicarius, an Austrian physician, invented the tubes for tobacco pipes, which have capsules containing bits of sponge; however, about the year 1670, already pipes were used having glass globules appended to them, to collect the oily moisture exuding from the tobacco.

"In 1690, Pope Innocent XII. excommunicated all who should be guilty of taking snuff or tobacco in the church of St. Peter at Rome.

"In 1697, great quantities of tobacco already were produced in the palatinate of Hesse.

"In 1709, the yearly exports of tobacco from America for the last ten years, were 28,858,666 lbs.; of which 11,260,659 lbs. were annually consumed in Great Britain, and 17,598,007 lbs. countries of Europe.

"In 1719, the senate of Strasburg prohibited the culture of tobacco from an apprehension that it would diminish the growing of corn.

"In 1724, Pope Benedict XIV. revoked the bull of excommunication published by Innocent, because he had acquired the habit of taking snuff.

"In 1732, tobacco was made a legal tender in Maryland, at one penny a pound.

"In 1747, and the two years previous, there were annually exported to England from the American colonies, 40,000,000 lbs. of tobacco, 7,000,000 lbs. of which was consumed in England. The annual revenue was about 4,500,000 dollars.

"In 1753, the King of Portugal farmed out the tobacco trade for about 2,500,000 dollars. The revenue of the King of Spain from tobacco, amounted to 6,330,000 dollars.

"In 1759 the duties on tobacco in Denmark brought in 40,000 dollars.

"In 1770, the Empress of Austria received a revenue from tobacco of 800,000 dollars.

"In 1773 the duties on tobacco in the Two Sicilies, amounted to 446,000 dollars.

"In 1775, the annual export of tobacco from the United States, for the last four years, was 1,000,000 lbs.; for the last thirty years it averaged 40,000,000 lbs., of which 7,000,000 lbs. were consumed in Great Britain, and 33,000,000 lbs. in the other European countries.

"In 1780, the King of France received from tobacco a revenue of about 7,250,000 dollars.

"In 1782, the annual export of tobacco during the preceding seven years' war of the Revolution, had been 12,378,504 lbs. Of the total seven years' exportation, 33,974,949 lbs. were captured by the British.

"In 1787, the quantity imported into Ireland, was 1,877,579; in 1829, 4,124,742 lbs.

"In 1789, the quantity exported from the United States, together with the two previous years, averaged about 90,000,000 lbs.

"In 1820, the quantity of tobacco grown in France had doubled in three years, being 32,887,500 lbs.

"In 1828, the revenue on tobacco in the state of Maryland was 27,275 dollars.

"In 1830, the revenue on tobacco and snuff in Great Britain was nearly 13,000,000 dollars.

"In 1834, the value of tobacco used in the United States was estimated at 16,000,000 dollars; of which 9,000,000 dollars were supposed to have been for smoking Spanish cigars; 6,500,000 dollars for smoking American tobacco and chewing; and 500,000 dollars for snuff.

"In 1838, the annual consumption of tobacco in the United States was estimated at 400,000,000 lbs. valued at 20,000,000 dollars cost to the consumers, being seven pounds to each individual of the whole population.

"In 1840, it was ascertained by a committee appointed to procure and report statistical information on the subject, that about 1,500,000 persons were engaged in the manufacture and cultivation of tobacco in the United States; 1,000,000 of whom were in the states of Virginia, Maryland, Kentucky, and Missouri. Allowing the population of the whole country to be 17,000,000, it will be seen that nearly *one-tenth* are in some way engaged in the cultivation or manufacture of this article. The value of the export during that year was nearly 10,000,000 dollars."

CULTIVATION OF TOBACCO IN THE UNITED STATES.

"There are four kinds of tobacco reared in Virginia, namely, the *sweet-scented*, which is the best; the *big* and *little*, which follow next; then the *Frederick*; and lastly, the *one* and *all*, the largest of all, and producing most in point of quantity. The Virginian tobacco is reckoned superior to any raised in the southern states; and great care is taken by the regulations of the state, that no frauds be practised upon the merchants, and that no inferior tobacco be palmed upon the purchaser. For this purpose, houses of inspection are established in every district where tobacco is cultivated, whose regulations are rigorously enforced; this contributes, as much as the real superiority of the article itself, to keep up its price in the market. Every person who intends his tobacco for exportation, packs it up in hogsheads, and thus sends it to one of the inspecting houses. Here the tobacco is taken from the cask, which is opened for the purpose; it is examined in every direction, and in every part, in order to ascertain its quality and its purity; if any defect is perceived, it is rejected and declared to be unfit for exportation. If no defect appear, it is pronounced to be exportable. It is then repacked in the hogshead, which is branded with a hot iron, marking the place of inspection, and the quality of the contents; and then lodged in the inspecting storehouses, there to await the disposal of the planter, who receives a certificate of the particulars, serving at the same time as an acknowledgment of the deposit. It is by selling this *tobacco note* to the merchant that the planter sells his tobacco. The purchaser, on viewing this note, is as well acquainted with the article, as if he had inspected it himself; and he has only to send the note and transfer to the store where the tobacco lies, and it is immediately delivered out, agreeably to his orders. This measure has insured a preference in the foreign market to the Virginian tobacco, and prevents the deterioration of the article."—*Book of the United States*.

It is a curious fact, that notwithstanding the variety of climate and soil in the United States, every state and territory in the union produces tobacco. In many of the states its cultivation is, of course, a secondary object, and perhaps in some, it is attended to as a matter of curiosity. But in most of the states, probably, a sufficient quantity has been grown to show that, with attention to this object, it might, in case of necessity, be resorted to as a profitable crop. In Maine and New Hampshire, the amount returned in 1840 is small, being only thirty pounds in the former, and 115 lbs. in the latter. In Massachusetts, it appears to have more attention, 64,955 lbs. being returned, and in Vermont, 585 lbs. In Connecticut, 471,657 lbs. were raised, and in Rhode Island, 317 lbs., making in the New England states together 537,659 lbs. In the middle states, also, some attention has been paid to the cultivation of it. In New York, 744 lbs. are returned, and in New Jersey, 1922 lbs.; Pennsylvania, 325,018 lbs., and Delaware, 272 lbs.; making the product of the middle states, 327,956 lbs. But the states in which the great bulk of the crops is grown,

lie between the latitudes of about 34 deg. and 40 deg. We have arranged the following table according to the quantity produced in each state :—

	lbs.		lbs.
1 Virginia	75,347,166	Brought forward	218,002,243
2 Kentucky	53,436,909	17 Florida	75,274
3 Tennessee	29,550,432	18 Massachusetts	64,955
4 Maryland	24,816,012	19 District of Columbia	55,560
5 North Carolina	16,772,339	20 South Carolina	51,519
6 Missouri	9,067,913	21 Iowa	8,076
7 Ohio	5,942,275	22 New Jersey	1,922
8 Indiana	1,820,306	23 Michigan	1,602
9 Illinois	564,326	24 New York	744
10 Connecticut	471,657	25 Vermont	585
11 Pennsylvania	325,018	26 Rhode Island	317
12 Alabama	273,302	27 Delaware	272
13 Georgia	162,894	28 New Hampshire	115
14 Arkansas	148,439	29 Wisconsin	115
15 Louisiana	119,824	30 Maine	30
16 Mississippi	83,471		
Carried forward	218,002,243	Total	219,163,319

From which table it will be seen that Connecticut and Pennsylvania hold the tenth and eleventh rank as producers.—The following shows the quantity raised in non-slave-holding states.

	lbs.		lbs.
Ohio	5,942,275	Brought forward	9,200,881
Indiana	1,820,306	Vermont	585
Illinois	564,326	Rhode Island	317
Connecticut	471,657	Delaware	272
Pennsylvania	325,018	New Hampshire	115
Massachusetts	64,955	Wisconsin	115
Iowa	8,076	Maine	30
New Jersey	1,922		
Michigan	1,602	In non slave-holding states	9,202,315
New York	744	Slave-holding states	200,961,004
Carried forward	9,200,881	Total crop	219,163,319

The whole crop of 1840, therefore, if the returns be correct, is 219,163,319 lbs., which, at the estimate of 1200 lbs. to the hogshhead, would be equal to 182,636 hogshheads, which, at the average price of that year, eighty-one dollars five cents per hogshhead, would make the value of the crop of the United States that year 14,802,647 dollars 80 cents. The average annual export for the ten years, ending with 1840, was 96,775 hogshheads, which, if that year be an average crop, would leave a surplus for consumption and future exportation of 85,861 hogshheads. The actual exportation in 1840, ending September 30, per treasury returns, was 119,484 hogshheads. The principal exports are formed of the produce of Virginia, Kentucky, Tennessee, Maryland, and North Carolina, the crops of which states, according to the census returns, make as follows :—

	hogshheads.		hogshheads.
Virginia	62,789	Brought forward	152,627
Kentucky	44,531	North Carolina	13,968
Tennessee	24,625	The other slave-holding states	8,375
Maryland	20,682	Non slave-holding states	7,668
Carried forward	152,637	Total crop	182,638

MANUFACTURE OF TOBACCO IN THE UNITED STATES.

Tobacco is manufactured in all the states except Vermont and Wisconsin. In this branch of business 8384 persons are employed, and 3,437,191 dollars of capital invested. The value of the product is 5,819,568 dollars, nearly one-half of which is in Virginia. The following table shows the states in which it is manufactured to any considerable extent.

STATES.	Hands.	Value.	STATES.	Hands.	Value.
		dollars.			dollars.
Virginia	3342	2,400,671	Maryland	378	232,000
New York	669	881,570	Ohio	167	212,618
Pennsylvania	980	580,159	North Carolina	452	169,566
Kentucky	587	413,985	Massachusetts	296	176,264

STATEMENT of the Tobacco, Snuff, and Manufactured Tobacco, Exported from the United States, annually, from 1821 to 1840, inclusive.

Y E A R S.	Hogsheads.	Value.	Average value per hogshead.	Snuff.	Manufactured Tobacco.	Value of Snuff and manufactured Tobacco.	Total Value of Tobacco trade.
		dollars.	dollars. cts.	lbs.	lbs.	dollars.	dollars.
1821.....	66,858	5,844,062	84 40	44,552	1,332,949	149,043	5,798,045
1822.....	83,169	6,222,838	74 82	41,682	1,414,424	157,182	6,380,020
1823.....	99,000	6,282,272	63 46	36,084	1,987,507	154,055	6,437,627
1824.....	77,883	4,865,560	62 34	45,174	2,477,080	203,789	5,059,335
1825.....	75,934	4,115,023	80 48	58,920	1,871,368	172,353	6,287,076
1826.....	64,038	5,347,309	83 42	61,801	2,179,774	210,134	5,557,342
1827.....	100,025	6,577,123	65 75	45,312	2,730,755	239,021	6,816,147
1828.....	96,278	5,260,980	54 73	35,055	2,637,411	210,747	5,480,707
1829.....	77,131	4,982,074	64 60	15,509	2,610,390	202,306	5,185,370
1830.....	83,810	5,586,365	66 65	29,425	3,199,151	246,747	5,833,112
Total...	824,245	50,889,291	69 11	417,134	22,450,228	1,946,410	58,835,701
1831.....	86,718	4,892,348	56 40	27,907	3,630,836	292,475	5,184,803
1832.....	106,806	5,097,769	56 18	31,175	3,450,071	295,771	6,295,540
1833.....	83,153	5,755,064	69 29	13,453	3,700,310	288,973	6,044,941
1834.....	87,979	6,595,305	74 06	57,826	3,956,579	328,409	6,923,714
1835.....	94,353	8,250,577	87 01	36,471	3,917,854	357,611	8,608,188
1836.....	105,442	10,058,640	91 54	46,018	3,240,675	435,464	10,494,104
1837.....	100,234	6,795,647	57 82	40,883	3,615,591	427,836	6,223,483
1838.....	100,593	7,392,029	73 48	75,083	5,008,147	577,420	7,980,449
1839.....	78,995	9,832,943	124 47	42,467	4,214,043	610,212	10,449,155
1840.....	119,484	9,883,057	81 05				
Total...	907,755	74,457,223	76 83	371,343	34,746,020	3,620,171	68,103,437
Total...	1,792,000	131,346,514	73 21	788,477	57,196,254	5,566,581	127,029,138

STATEMENT, showing to what Countries the larger portion of Tobacco is Exported.

Y E A R S.	ENGLAND.		FRANCE.		HOLLAND.		GERMANY.		All other Countries.	TOTAL.
	Hhds.	Value.	Hhds.	Value.	Hhds.	Value.	Hhds.	Value.	Hhds.	Hhds.
		dollars.		dollars.		dollars.		dollars.		
1821.....	19,695	1,995,667	3,478	381,048	13,216	968,760	10,472	766,222	19,997	66,858
1822.....	26,740	2,430,805	4,665	550,591	28,584	1,339,018	11,757	734,419	16,473	83,169
1823.....	31,909	2,511,896	7,001	902,829	30,390	1,384,683	15,253	660,088	13,700	99,000
1824.....	19,416	1,646,444	4,469	528,501	23,159	1,169,883	12,808	534,858	16,029	77,883
1825.....	22,293	2,071,474	6,096	889,966	21,098	1,653,087	12,051	605,176	13,546	75,934
1826.....	25,834	2,741,980	10,739	827,913	15,465	948,279	7,521	340,782	4,517	64,038
1827.....	28,918	2,310,543	8,963	1,057,577	25,533	1,192,288	19,420	936,345	17,771	100,025
1828.....	25,176	1,619,624	5,909	800,606	21,216	818,815	23,949	900,374	20,028	96,278
1829.....	21,910	1,520,109	6,835	930,737	21,522	1,053,050	16,958	558,000	15,900	77,131
1830.....	19,910	1,537,744	7,007	905,990	22,576	1,035,756	15,318	751,860	18,999	83,810
Total...	241,919	20,392,176	65,822	7,055,164	218,679	11,054,228	139,515	6,788,333	158,310	824,245
1831.....	26,372	1,851,717	1,673	151,080	23,917	1,104,198	19,833	900,246	14,023	86,718
1832.....	36,176	2,319,596	5,779	609,562	24,066	1,115,992	27,930	1,102,024	12,915	106,806
1833.....	23,772	2,245,733	4,782	692,416	19,022	883,625	21,408	1,001,436	14,169	83,153
1834.....	30,638	2,937,020	4,775	623,078	19,101	1,012,442	20,611	1,146,728	12,834	87,979
1835.....	27,563	3,397,415	6,312	864,351	17,730	902,911	27,989	1,539,302	14,759	94,353
1836.....	36,832	4,222,592	7,866	908,690	19,148	1,057,830	28,246	1,252,259	23,730	109,442
1837.....	20,723	1,750,692	9,110	723,442	22,739	930,657	28,863	1,128,229	18,797	100,234
1838.....	24,312	2,038,643	15,511	1,237,128	17,558	879,019	25,571	1,184,890	17,641	100,593
1839.....	20,068	5,392,331	9,574	901,950	12,273	823,178	14,303	994,508	12,777	78,995
1840.....	26,255	3,077,178	15,940	1,634,076	29,534	1,533,415	25,649	1,527,132	22,406	119,484
Total...	282,721	29,802,390	81,012	8,406,182	205,028	10,283,237	234,471	11,945,863	164,591	967,755
Total...	524,640	50,194,406	146,834	16,361,346	423,707	21,967,405	373,918	18,734,186	322,901	1,792,000

The export of tobacco from the United States since 1821 has nearly doubled, but the increase has been chiefly to Holland and Germany; while to Great Britain the export has not increased to any great amount; although the population has increased in the United Kingdom about 7,000,000 of inhabitants during the twenty years, 1821 to 1840.

The consumption of tobacco, per head, as charged with duty, has greatly decreased

since the commencement of the present century, in proportion to the increase of duty. Parliamentary tables furnish us with the following statistics in relation to this matter:—

CONSUMPTION of Tobacco in Great Britain.

YEARS.	Consumed.	Duty per lb.	Population.	Average consumption per head.	Amount of Duty received.
	lbs.	s. d.		oz.	£
1801.....	10,514,008	1 7 6-20	10,942,046	15.37	923,585
1811.....	14,923,243	2 2 13-10	12,506,503	18.95	1,710,848
1821.....	15,983,199	3 0	14,301,631	14.43	2,630,415
1831.....	15,350,018	3 0	16,539,318	14.84	2,338,107
1841.....	16,380,493	3 0	18,532,235	14.52	2,716,217

This presents a constant decrease in the consumption, per head, but the result in the case of Ireland is much more marked—as follows:—

YEARS.	Consumed.	Duty per lb.	Population.	Average consumption per head.	Amount of Duty received.
	lbs.	s. d.		oz.	£
1801.....	6,380,754	1 3 1-10	5,451,002	18.95	285,482
1811.....	6,553,026	1 7	5,947,856	17.35	552,082
1821.....	2,043,054	3 0	6,801,827	6.15	528,168
1831.....	4,183,823	3 0	7,761,401	8.61	626,485
1841.....	5,478,767	3 0	8,179,350	10.71	803,946

The highest consumption for the United Kingdom was, it appears, in 1811, when the abundance of depreciated bank paper, then serving as a currency, made the tax comparatively light. In 1821, both the rate of duty was enormously increased, and the currency enhanced by the resumption of specie payments by the Bank of England. Hence the enormous falling off in the consumption in that year, both in England and Ireland, more particularly in the latter country. Since then the currency has become better adjusted, and the consumption has increased under the same tax. Now the exports of tobacco to England, with the total export in each year, has been as follows:—

TOBACCO Exported from the United States to England.

YEARS.	Quantity.	Total from United States.	Value.	YEARS.	Quantity.	Total from United States.	Value.
	hhds.	hhds.	dollrs.		hhds.	hhds.	dollars.
For ten years to—	241,910	824,215	56,889,201				
1831.....	26,372	86,718	5,184,863	1839.....	21,312	100,593	7,069,449
1832.....	36,176	106,806	6,291,540	1839.....	30,068	78,906	10,419,135
1833.....	23,772	83,153	6,044,941	1840.....	26,235	119,448	9,888,557
1834.....	30,659	87,979	6,923,714	1841.....	41,648	147,928	12,576,703
1835.....	27,503	94,353	8,608,168	1842.....	36,886	166,113	9,516,755
1836.....	36,892	109,432	10,494,104	1843.....	21,020	94,454	4,650,979
1837.....	20,723	100,232	6,223,483	1844.....			

The greatest increase in the export to England was in the years 1840 to 1841. For the six years 1839, 1840, 1841, 1842, 1843, and 1844, the British customs returns give the following result:—

YEARS.	Imported.	Entered for Consumption.	Duty.	Duty.
	lbs.	lbs.	£	dollars.
1839.....	85,609,183	22,971,406	3,431,907	16,478,227
1840.....	35,637,826	22,902,880	3,555,956	16,924,390
1841.....	43,985,151	21,871,438	3,580,825	17,044,955
1842.....	36,204,541	22,152,707	3,489,041	16,747,787
1843.....	43,744,393	22,891,526	3,603,107	17,304,505
1844.....				

STATEMENT of the Quantity of Tobacco Exported from the United States, in each Year, from 1791 to 1841, and of the Value of the same from 1802 to 1841, inclusive, compiled from official documents.

YEARS.	Quantity.	Value.	YEARS.	Quantity.	Value.
	hhd's.	dollars.		hhd's.	dollars.
1791.....	101,272		1817.....	62,345	9,511,829
1792.....	112,428		1818.....	84,337	10,241,504
1793.....	50,749		1819.....	69,427	8,874,167
1794.....	76,826		1820.....	83,940	9,118,188
1795.....	61,030		1821.....	66,858	5,798,045
1796.....	69,018		1822.....	83,169	6,360,920
1797.....	58,167		1823.....	99,009	6,437,627
1798.....	64,667		1824.....	77,483	5,039,355
1799.....	96,070		1825.....	75,984	6,287,976
1800.....	78,680		1826.....	64,098	5,347,208
1801.....	103,758		1827.....	100,025	6,816,146
1802.....	77,721	6,220,900	1828.....	98,278	5,480,707
1803.....	86,291	6,209,000	1829.....	77,181	5,185,370
1804.....	83,343	6,000,000	1830.....	83,810	5,833,112
1805.....	71,262	6,341,000	1831.....	86,718	4,892,388
1806.....	83,186	6,572,000	1832.....	106,806	5,099,769
1807.....	62,186	5,476,000	1833.....	83,153	5,755,968
1808.....	9,576	26,000	1834.....	87,079	6,593,303
1809.....	53,921	3,774,000	1835.....	94,333	8,250,577
1810.....	81,134	5,048,000	1836.....	109,442	10,058,640
1811.....	35,828	2,150,000	1837.....	100,232	5,795,647
1812.....	20,094	1,514,000	1838.....	100,503	7,392,029
1813.....	5,314	319,000	1839.....	78,995	9,832,943
1814.....	3,125	232,000	1840.....	119,484	9,883,957
1815.....	88,337	8,235,000	1841.....	147,628	12,576,703
1816.....	69,241	12,809,000			

STATEMENT exhibiting the Quantities of Tobacco, together with the Value thereof, Exported from the United States to all countries, during the Years 1842 and 1843.

COUNTRIES.	1842		1843		1844	
	Hogsheads.	Value.	Hogsheads.	Value.	Hogsheads.	Value.
		dollars.		dollars.		dollars.
United Kingdom :—						
England	36,086	3,080,054	21,020	1,260,565		
Scotland	863	129,474	21	2,051		
Ireland	50	2,679	nil.	nil.		
Hanse Towns	42,614	1,974,000	24,504	1,024,851		
Holland	36,079	1,573,615	19,519	816,469		
France, on the Atlantic	12,179	885,176	7,193	471,261		
" on the Mediterranean	3,769	239,991	4,213	511,074		
Spain	5,556	328,576	339	18,095		
Gibraltar	4,413	17,186	4,771	149,149		
Trieste, and Austrian Adriatic Ports	2,293	143,165	968	72,748		
All other Countries	14,248	866,239	11,897	624,712		
Total	158,710	9,540,755	94,454	4,650,979		

CHAPTER VII.

GROWTH AND PRODUCE OF COTTON WOOL IN THE UNITED STATES.

THE cultivation, growth, and uses of cotton wool, have become more important than the production of any other raw material, if iron may not be excepted.

Unknown to Europe until the tenth century, Asia alone, of the three *known* great divisions of the world, understood its use. In Africa it is indigenous, but its use, as a material to be woven into cloth, appears only to have been introduced

by the disciples and followers of Mahomet about the beginning of the fifteenth century. Its cultivation extended before the beginning of the sixteenth century over parts of Egypt, the Barbary States, and part of Guinea. Cotton, rice, the mulberry-tree, and the sugar-cane, were planted in Spain by the Moors during the tenth century.

In America, however, its use and manufacture appear to have been extensively known before the discovery of the western hemisphere by Europeans. Cook, alone, remarks that the *gossypium* is not indigenous in America. Columbus, Magellan, Van Noort, Dampier, and Drake,—say, that cotton was used, among other materials, for clothing. Columbus observes, that he saw cotton growing indigenous in St. Salvador; that he exchanged beads and brass for cotton yarn; and that the women wore short cotton coats. Cortez sent Mexican “cotton clothes of exquisite fabric, dyed in various colours,” among other presents to Charles V. Cotton is said to have been found growing wild and in great plenty in the Lower Mississippian regions.

The cultivation of cotton, however, as an article of merchandise to be exported from America, does not appear to have been introduced by Europeans until the middle, or end of the seventeenth century.

In 1726, cotton formed a staple export from St. Domingo. In 1733, it was cultivated by the Dutch in Surinam. Cotton was grown at the Cape Town settlements, in 1660 to 1666. “Cotton patches” were common in the settlements of Carolina about the end of the seventeenth and beginning of the eighteenth century.

In 1753, Jamaica exported 2000 bags, and, in 1768, to Great Britain and Ireland, 2211 bags of 200 lbs. weight, and to North America 252 bags. On an average of eight years, from 1740 to 1748, among the exports of Barbadoes 600 bags of cotton are included. In 1787, cotton was exported from the islands of St. Domingo, St. Christopher, Grenada, Dominica, Antigua, Montserrat, and Nevis, and the Virgin Islands. Before 1803, in which year Jamaica did not grow one bag for exportation, there were five varieties of cotton planted in the West Indies, viz: the common Jamaica, the brown bearded, the nankeen, the French or small seed, and the kidney or Brazil cotton: from which country cotton was first exported to England, in 1781. The interest on capital invested in the cultivation of cotton in the British West India islands, in 1785, 1786, and 1787, was fourteen per cent. In St. Domingo, where finer cotton was grown, the interest on capital was twenty-four per cent.

“Of the two kinds cultivated in the United States,” observes Mr. Seabrook,* “the ordinary green seed or short staple cotton is derived from the *Herbaceum* or herbaceous cotton, and the *Hirsutum* or hairy American cotton; the long staple or black seed cotton is derived from the *Arboreum* or tree cotton. The former was certainly grown in Virginia, in a limited way, at least one hundred and thirty years before the Revolution. Several of the early governors of that colony used diligent efforts to secure the fabrication of certain articles, which, it was believed, it could profitably raise; and the introduction and culture of new crops, among which was cotton; but their designs were thwarted, as well by the unjust and tyrannous conduct of the mother country, as by the opposition of the tillers of the soil, who, in a matter so important to themselves, had the boldness to consult what they held to be their true interests.” In Wilson’s account of the “Province of Carolina, in America,” published in 1682, it is stated “that cotton of the Cyprus and Malta sort grows

* In a recent valuable pamphlet on the cultivation of cotton, Charleston, South Carolina, 1844. Mr. Seabrook is president of the state Agricultural Society of South Carolina.

well, and a good plenty of the seed is sent thither." In Peter Purry's description of the province of Carolina (in Charleston, 1731), "flax and cotton" are said to "thrive admirably."* In the journal of Mrs. Pinckney, the mother of General Thomas and General Charles C. Pinckney, who, as Miss Lucas, when only eighteen years of age, was intrusted with the management of the planting interest of her father, the governor of Antigua, there is the following memorandum:—"July 1, 1739. Wrote to my father to-day a very long letter on his plantation affairs—on the pains I had taken to bring the indigo, ginger, cotton, lucerne, and casada to perfection, and that I had greater hopes from the indigo than any other. June, 1741. Wrote again to my father on the subject of indigo and cotton." In 1736, as far north as the 39th degree, cotton was cultivated as a garden plant near Faston, on the eastern shore of the Chesapeake bay. About forty years afterwards, it was cultivated in St. Mary's county, Maryland, and in the county of Cape May, New Jersey; also in the county of Sussex, Delaware. Mr. Jefferson, in his "Notes on Virginia," written in 1781, says, "During this time we have manufactured within our families the most necessary articles of clothing. Those of cotton will bear some comparison with the same kinds of manufacture in Europe; but those of flax, hemp, and wool, are very coarse, unsightly, and unpleasant."

Mr. Seabrook observes:—"A short time before the Revolution, a few of our planters, by growing patches of cotton, some of which was of the black seed kind, succeeded in clothing, not only their families, to which they had been accustomed, but also their slaves. The necessities of the war, and the state of things existing for some time after it, greatly increased the number of the domestic fabricators of the wool, until about the year 1790, when the practice of using homespun for plantation purposes became very common in the districts and upper parishes. The yarn was spun at home, and sent to the nearest weaver. Among the manufacturing establishments, the one in the vicinity of Murray's ferry in Williamsburg, owned by Irish settlers, supplied the adjacent country. The cotton for the spinning process was prepared in general by the field labourers, who, in addition to their ordinary work, picked the seed from the wool, at the rate of four lbs. per week."

At the Convention at Annapolis, in 1786, Mr. Maddison remarked, that "from the garden practice in Talbot, and the circumstances of the same kind abounding in Virginia, there was no reason to doubt that the United States would one day become a great cotton producing country." During the revolutionary war, Philadelphia was supplied with native cotton, at two shillings sterling per lb., sufficient for home consumption. A mission was sent the same year to England by Mr. Tench Coxe, to obtain machinery, and all information relative to the spinning and weaving of cotton. *Protection*, the bane of manufactures, was then legalised. Mr. Seabrook remarks:—"The influence of a manufacturing society, established in Philadelphia, in 1787, and the prevalent opinion, that the raw material might be made a profitable source of revenue, induced Congress, at the first reformation of the tariff, to impose a duty of three cents a pound on foreign cottons, with which the United States were at that time supplied from the West Indies and the Brazils." He further remarks that—

"In 1792, the growth of cotton in the United States was unknown to Mr. Jay, or that as a commercial article it was deemed of little value, is obvious from the fact, that, in the treaty negotiated by him, it was stipulated, 'that no cotton should be imported from America.' The object being to secure to the English the carriage of the West India cotton to its market in Europe. For which reason the Senate refused to ratify the 12th article of that treaty. The first Provincial Congress in Carolina, held in January, 1775, recommended to the inhabitants to plant cotton, but their recommendation was almost entirely disregarded."

In the provincial trade returns, we find that among the exports of "Charles Town" from November, 1747, to November, 1748, were seven bags of cotton wool, valued at 3*l.* 1*l.* 5*d.* per bag. In 1754, "some cotton" was exported from South Carolina. In 1770, there were

* "Peter Purry, a native of Switzerland, and the founder of Purrysburg, in the reign of George I., presented a memorial to the Duke of Newcastle, then Secretary of State, in which he sets out with this postulate, that 'there is a certain latitude on our globe, so happily tempered between the extremes of heat and cold, as to be more peculiarly adapted than any other for certain rich productions of the earth,' among which silk, cotton, indigo, &c., and he fixes on the latitude of 33 deg., whether north or south, as the one of that peculiar character."

shipped to Liverpool, three bales from New York, four bales from Virginia and Maryland, and three barrels full of cotton from North Carolina. Before the revolutionary war, Virginia exported hemp, flax-seed, and *cotton*, to the value of nearly 2000*l*. In 1784, an American ship, which imported eight bags of cotton into Liverpool, was seized on the ground, that *so much cotton could not be the produce of the United States*. In 1785, fourteen bags; in 1786, six bags; in 1787, 109 bags; in 1788, 389 bags; in 1789, 842 bags; and, in 1790, eighty-one bags were exported to Europe from the United States. The first bag of cotton wool exported from Charleston to Liverpool, arrived January 20th, 1785, per *Diana*. The exports of cotton wool from the United States increased steadily, but the exports included West India cotton wools re-exported from 1790 to 1794. In 1796, the culture of cotton was greatly advanced by the invention of the saw gin by Eli Whitney, of Massachusetts. Mr. Seabrook observes, "This ingenious, but unfortunate artist, who by his machine doubled the wealth and means of employment of his countrymen, and thereby in an especial manner conferred on the plantation states a benefit that can scarcely be estimated in money, was rewarded by South Carolina, North Carolina, and Tennessee only. The first appropriated 50,000 dollars for the use of his invention within her limits; the second laid a tax for five years of 2*s*. 6*d*. upon every saw in every gin that was mounted within its jurisdiction; and the last imposed a tax of thirty-seven cents and a half upon every saw, to be continued for four years. Notwithstanding these liberal legislative acts, the inventor derived no pecuniary benefit from his gin. He expended the whole amount received from South Carolina (from the other states he received a mere pittance), in defending against arbitrary and vexatious suits, and in prosecutions for violations of his patent right. Over the grave of this distinguished benefactor of the human race, a monument is erected, with the simple inscription - 'The inventor of the saw-gin.'

"The history of the green seed and the black seed cottons is intimately blended. The growing of the former in this country for exportation was begun but a few years before that of the latter;* the same machine for extracting the seed from the wool was for a long while employed; and the modes of cultivation and preparation, with one exception,† including the manner of packing the bales, were also the same.

"Between 1786 and 1795, cotton from various parts of the world was introduced into the southern states and Louisiana. A species of the white Siam was for some time the subject of experiment by the French in the latter country. The Nankeen came from Malta. The Bourbon was brought from that island to Charleston, through the instrumentality of James Hamilton, who was a merchant, and part owner of the only India ship at that time trading beyond the Cape of Good Hope. The Pernambuco or kidney cotton, was sent from the Havannah to Mr. Levett of Georgia, by a Mr. Welch, a merchant of Philadelphia. These, and many other sorts, after a fair trial, were abandoned, for the reason of their inferiority to the kinds then profitably raised, viz.:—the real green seed, and the Sea Island cotton; the latter having superseded the plant that was grown at the period of the Revolution, which strongly resembled the short staple in growth and blossom, except having a clean black seed with fur at the end. The Louisiana cotton, it is thought, was derived from this species, but degenerated in the progress of tillage by intermixture with other kinds. To a cross with Sea Island cotton, large quantities of which were shipped to Louisiana immediately subsequent to its cession to the United States, is, perhaps, in part to be attributed the decided superiority of the New Orleans cotton wool of the present day over all others in North America of the green seed description."

Sea Island, or black seed cotton, began to be raised in Georgia, in experimental quantities, in 1786. The native place of the seed is believed to be Persia. It is designated the

* "In Georgia the long staple cotton was first planted for market; in Virginia, South Carolina, and North Carolina, the short staple cotton.

† "The bow-string operation. A large bow, made elastic by a complication of strings, is put in contact with a heap of cotton; the workman strikes the string with a heavy wooden mallet, and its vibrations open the knots of the cotton, shake it from the dust and dirt, and raise it to a downy fleece. 'The bow,' says Mr. Baines, in his history of the cotton manufacture of Great Britain, 'has been used immemorially throughout all the countries of Asia, and has its appropriate name in the Arabic and other languages. In this country,' he remarks, 'it was first employed in Georgia; hence the term, still employed in commerce, 'Bowed Georgia cotton.'

Persian cotton by Bryan Edwards, and is so called in the West Indies and by the merchants of England. The seed grown in this country came from the Bahama Islands, where it had been introduced by the Board of Trade from Anguilla.

"The *black seed cotton* region of Carolina is bounded on the north and north-west by a line about twenty miles south of the line that separates Barnwell and Orangeburg from the neighbouring parishes; on the north-east and east by the Santee river;* on the west and south-west by the Savannah river; and on the south and south-east by the ocean. The Eutaw Springs, in St. John's, Berkley, is the extreme northern point to which it extends. Williamsburg was for many years embraced in its limits, but that district no longer furnishes a supply of the raw material. About the year 1812, three or four planters, as an experiment, introduced its culture into the southern part of Sumter district. The quantity and quality of the crops were sufficiently encouraging, but as the preparation of the wool was objectionable, the growers abandoned their enterprise for the reason of the large expenditure of labour and time that it required. The first attempt in South Carolina to raise a crop of long cotton was made, in 1788, by, Mrs. Kinsey Burden, of Burden's Island, St. Paul's parish. As early as about the year 1779, this and the short staple cottons were produced by her husband, whose negroes were then clad in homespun of home manufacture.† The first successful crop appears to have been grown by William Elliot, deceased, on Hilton Head, near Beaufort, in 1790, with five bushels and a half of seed, purchased in Charleston at the rate of 14s. per bushel. The cotton brought 10½d. per pound. In 1791, John Screven, of St. Luke's parish, planted thirty or forty acres at his Montpelier plantation on May river. The product was packed in the article called *Hessians*, and sold in Georgia for 1s. 2d. to 1s. 6d. sterling per pound. In 1792, John Rose cultivated a small field on the Oakatee creek, from which he gathered 600 lbs.; which commanded in the Savannah market 2s. a pound. It is certain that, at this period, many planters on the Sea Islands, and contiguous main land, *experimented with long cotton*, and probably it was produced by several of them for market. The season of 1793 found cultivators in other sections of the state engaged in the good work—among them, James King, of St. Paul's parish, Colonel Edward Barnwell, and Captain John Joyner, of Port Royal, and General William Moultrie, of St. John's, Berkley. The crop of Mr. King yielded abundantly, and was sold by Kinsey Burden, now of St. John's, Colleton, at 12d. to 13d. the pound; that of the latter, at his Northampton plantation, covering a field of 150 acres, was a decided failure. But to return. The cotton culture from this time progressed rapidly. In all the parishes the practical friends to its extension greatly multiplied. Against each other this plant and indigo struggled for the ascendancy. In 1798,‡ the latter was very generally ceased to be grown for market.

"As an evidence of the former value of this species of the gossypium, and of the success of some of its growers, it is worthy of record, that Peter Gaillard, of St. John's, Berkley, in 1799, averaged 78l. sterling per hand. In that year, James Sinkler, of the same parish, from a field of 300 acres, realised 216 lbs. per acre, for most of which he received 3s. a pound. William Brisbane, deceased, at his White Point plantation, St. Paul's parish, was so successful in 1796, 1797, and 1798, that from moderate circumstances he became, in his judgment, so independent, as no longer to engage in the toilsome task of cultivating the earth. He sold his landed estate to William Seabrook, of Edisto Island, at a price held by many to be ruinous to the latter,§ and passed a few years in travelling in our northern states and in Europe.

"While the larger portion of the seed used in South Carolina was either purchased in

* West of that line some green cotton is also grown.

† All attempts to naturalise the Bourbon cotton, though it strongly resembles the green seed species, have failed.

‡ At that early period, the opinion prevailed that the supply of cotton would soon exceed the demand. A highly respectable planter of St. John's, Colleton, deceased, in looking at his first crop, the produce of a few acres, after it had been housed, exclaimed, "Well, well, I am done with the cultivation of cotton! Here is enough to make *stockings* for all the people in America."

§ Mr. Seabrook, with the proceeds of the crops of the plantation, paid the purchase money in two years.

Charleston, or in Georgia, a considerable quantity was obtained in the Bahamas, through the active exertions of friends who resided in Providence.

"In 1780, when England had no fine manufactories, the best cottons brought to her market were from the Dutch plantations of Berbice, Demerara, and Surinam. These then commanded respectively 2s. 1d., 1s. 11d., to 2s. 1d., 2s. In 1786, Bourbon cotton,* remarkable for fineness, but deficient in length, was worth from 7s. 6d. to 10s. per pound. It was superseded by Sea Islands, which, in 1799, sold readily in Liverpool at 5s. to 5s. 3d. per pound. Its price in this state, in the infancy of its production, was generally from 9d. to 1s. It soon rose to 1s. 4d. and 1s. 6d.—then to 2s. and upwards,† at which it remained until 1806, when the planter, for the first time, experienced the baneful effect of restrictions on commerce. From the superiority of this cotton to that raised in any other country, even from the same seed, the staple at first was objected to, as too long, and by one or two English spinners, it is said, it was actually cut shorter.†

"On its introduction into Georgia, the cultivation of long cotton was confined to the warm high lands of the Sea Islands: these portions of the plantation are still everywhere preferred, and almost invariably return the largest yield, though their exhausted condition would seem to invite the more general tillage of the lower grounds.

"The method of cultivation was very various, and without method, until about the year 1802, when it assumed a regular form in Carolina and Georgia. Then the crop was worked four times—the latest hoeing being from the middle to the last of July. The hoeings now are more frequent, from five to seven being usually given, and are begun earlier, and finished sooner. The point appears to be conceded that, when the plant puts out fruit freely, which may be expected early in July, out-door labour should cease, especially if the season be wet.

"The plough was practically unknown to the first growers of long-staple cotton. This is still true, although a half century has elapsed. The ridge-system; the levelness of the ground, requiring, therefore, numerous drains; the small quantity of land, from three acres and a half to four acres, cultivated to the hand, which, from its lightness, is so easily and so much better attended with the hoe; and the impossibility of gathering the cotton as rapidly as the field may demand, if, with ploughs, the tillage embraced a larger number of acres—all seem to render the aid of this great agricultural implement utterly useless in the culture of the crop. In the breaking up of the soil, however, and, as an assistant, in forming the ridge, the plough is universally employed, except on the Sea Islands, where only, by a few planters, is its value, in the latter operation, fully acknowledged.

"The task in listing was formerly half an acre; in ridging, three-eighths of an acre; and in hoeing, half an acre. The present tasks are less, except in hoeing, which is the same. The beds are still changed as often as the same field is tilled. In Georgia, the attempt to make them so far permanent in low grounds as to continue for six or eight years, has, in a few instances, been successfully tried.† There is scarcely a doubt, from their

* Bourbon cotton was first imported into Manchester in 1783.

† From 1798 to 1809, both inclusive, a planter of this state sold his cotton in Charleston at the following prices:—

	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1798.....	1 0						
1799.....	1 4						
1800.....	2 0	2 1					
1801.....	2 1	2 0	1 8				
1802.....	2 3	2 1	2 4	2 7	2 0	1 8½	1 7½
1803.....	1 8½	1 9	1 8	1 7	1 6	2 6	
1804.....	1 6	2 6					
1805.....	2 0	1 0	1 9	1 6½			
1806.....	1 11	1 9	1 7				
1807.....	1 8	1 7	1 0	25 cts.	18 cts.	13 cts.	10 cts.
1808.....	30 cts.	25 cts.	23 cts.	15 cts.			
1809.....	26 cts.						

† "Twenty years ago," says Mr. Spalding, in a recent letter to the writer, "upon purchasing

depth of mould, and extreme richness in vegetable ingredients, that the experiment would succeed in the marsh lands of South Carolina. The application of this plan to poor soils is forbidden by the necessity of furnishing them annually with fertilising matter, which should be thoroughly incorporated with the earth.

"Encouraged by the anticipated results of experience, if not in every instance by the actual product of their fields, our fathers continued to cultivate the grounds which their sagacity first selected for the new crop. After several years of exhausting tillage, a radical change in their plan of operations, it was apparent, must soon take place. Unaccustomed to imbibe information from books concerning their vocation, the plain alternative of resorting to virgin soils was adopted. This, with regret and mortification be it said, is still the popular expedient, except where necessity, that kind and blessed encourager of the arts, forces the reluctant to another, and, as experience testifies, far more profitable scheme. The land which could be the most readily prepared, was invariably chosen—the best, requiring a large expenditure of labour, neglected. Only recently have the swamps of some of the parishes, and the immense tracts which lie along the line where the salt and fresh waters meet, arrested the notice of the cotton grower. These alone are capable of yielding an amount of cotton wool equal to the yearly exports of the state. Whether the enterprise of the agriculturists is adequate to the task of draining and embanking them, the future will develop. To those who have been engaged in this patriotic work, the encouragement for further trials, on a more extended scale, is great, if not decisive.

"Notwithstanding the woods everywhere, and the marshes, furnished an abundant store of suitable aliment, still, in his early efforts, the industry of the grower did not extend beyond the narrow limits of manuring his root potato field, comprehending the one-fourth of an acre to each labourer. There were no instruments to mow the salt grass, rakes for collecting leaves, nor carts especially designed to convey the vegetable offal to the cattle-pen. On Edisto Island, where the system of tillage is admitted to be good, and where, probably, as much enriching matter is distributed over the land as in any other part of the United States, there was, in 1822, not one plough or scythe; the largest plantations had not more than two or three carts, and the utility of oxen, in practice, was absolutely unknown. Now, a cart and mule, or a yoke of oxen, to every six workers, is common; labour-saving machines abound; and every acre of cotton, and generally of provisions, is provided with, what at least is supposed to be, a proper quantity of appropriate pabulum. This salutary reformation in the husbandry of this small section of the state was effected mainly by the establishment of an Agricultural Society in the year just alluded to. All that has been said in reference to Edisto, is applicable to most of the Sea Islands, and, in a more limited sense, to a majority of the parishes.

"In Carolina, it was not until about 1825, that manuring may be said to have been systematised. By the force of circumstances, the sea-board set the example,* which, though strongly urged by the slender return of their fields, is still apparently unheeded by many of the parishes and districts.

"Of all the fertilising materials for the black seed cotton, marsh mud is held in the highest estimation; not for the reason of its abundance and contiguity to plantations, but because, if the proper kinds† be judiciously used, it is the most profitable, and certain in its results. It contains more nutritive and other valuable properties than any other natural compound, and is specially adapted to light sandy soils.

"Salt mud, as a garden manure, was employed in South Carolina in 1801. Judge William Johnson states, that in that year he commenced his experiments with it, and, after repeated trials, arrived at the conclusion that it was a great meliorating agent. It is said, that as far back as 1797, the late General Vanderhorst was practically acquainted with its value. The merit of its discovery, however, as a fertiliser for cotton lands, seems to be due

some river-land opposite to Savannah, I adopted permanent ridges, planting a row of corn, and a row of cotton alternately; these ridges had stood nine years, when my son sold the plantation, giving, as I think, the best cotton and the best corn crops in Chatham county."

* In 1805, nearly all the materials, now used as manure, were then employed on the Sea Islands, though in a very limited way.

† That on which the tall marsh grows is greatly to be preferred to all other kinds.

to the late James King, of St. Paul's parish. By him it was freely used before the late war with Great Britain.

"As slovenly as was originally the tillage of the cotton plant, the preparation of its produce for market was much more so. It was, indeed, so badly cleaned, as to be deemed suitable only to the coarser fabrics. Up to about the year 1820, the gatherers took no especial pains to abstract the decayed leaves. The wool was ginned all day, and ginned frequently with the stained particles incorporated with it. These were removed in the process of moting, which was effected by women sitting on the floor, where it was beaten with twigs. During the operation of ginning, no bags or boxes received the cotton, and oftentimes large quantities were thrown together until the moters were prepared to examine them. In packing, an old iron axletree, or wooden pestle, the present instrument, was used. There were no re-inspectors of the cotton before it was deposited in the bag, in which the spinner would frequently find, in addition to a large supply of leaves and crushed seeds, potato skins, parts of old garments, and occasionally a jack-knife. With many, the cotton was ginned, moted, and packed in the same room. Very different indeed are the present processes, or rather the modes in which they are severally performed. Separate rooms for the seed and ginned cottons, as well as for the wool, which, after it is gathered, is never exposed to the sun, have long been considered necessary, in the sea-board parishes, to ensure the proper after-handling of the crop. There are required a room for the whipper, if one be employed, which extracts the dirt and imperfect filaments; another for the assorters, who, provided with boxes for their clean cotton, perform their work before a long table, covered with wire, or wooden slats, the eighth of an inch apart; a third for the moters, who also stand before a latticed table, and, as often as a handful of cotton is prepared, it is thrown into a wooden box, about three feet from the floor, and secured to the sides of the building immediately behind the moters respectively; a small room for the moted cotton, and one for the packer, usually adjoining it; and a house or room, proportioned to the force employed, for the ginners, in which are boxes for the seed cotton in the rear of the operators, and boxes under the machines for the ginned cotton. The houses are lined on the inside with planed boards, and the windows of the assorting and moting rooms, and the gin-house, are glazed. All these accommodations are now to be found on nearly every plantation on the Sea Islands and the adjacent country, and, it is said, in many of the upper parishes.

"The amount of labour expended in a day in preparing one bag of superfine cotton, of 300 lbs. weight, the produce of 1500 lbs. in the seed, is as follows, viz. :—

Dryer	1
Turner and feeder of the whipper	2
Assorters, fifty lbs. each,	30
Ginners, twenty-five lbs. each,	12
Moters, forty-three lbs. each,	7
Packer and re-inspector	2
Total	54

"It will thus appear, that if the foot-gin be used in the ordinary way, which, with a few exceptions, is the invariable practice, fifty-four labourers, at an expense to the owner of twenty-seven dollars, estimating their services at fifty cents per day respectively, are necessary to the getting of one bag of cotton properly cleaned. When the gins are propelled by steam, six persons only, male or female, to feed them, are required. If the wool be separated from the seed by Eaves's improved gin, to which steam power is applied, the aid of three men will be needed. In all other respects the labour is the same.

"The cultivation and preparation of cotton, as described in these pages, is peculiarly applicable to the southern half only of the long staple region. In the northern portion, but especially in the Santee country, there are differences in each, which it is important should be briefly noticed. Five acres to the hand, of which generally only one-third is manured, are planted. The ridges are four feet from each other, and the plants stand from fifteen to twenty inches apart. In the culture of the crop, a machine of a triangular shape, called 'the sweep,' is used by a few as an assistant to the hoe. The morning after the cotton is gathered, according to the wonted usage, it is assorted by the pickers; but, con-

trary to the plan of the sea-board, not afterwards ; unless one or two hands, who attend to the scaffold, may be said to perform that service. The task in moting is from twenty to twenty-five lbs. The material points of difference, then, in the handling of the crop, between the lower and upper parishes, or the former and Santee growers, consist in the processes of assorting and moting. The labour of the first is chiefly expended in cleaning the cotton in the seed ; that of the other, after it is ginned. This, probably, arises from the characteristic features of the two staples. Unless great caution be exercised in the moting of fine cottons, the fibres will entangle, and the wool become lumpy and stringy. These results do not take place when the coarser qualities are cleaned in the ginned state.

"For the silky cottons produced on the Sea Islands of South Carolina, the planter is indebted to the botanical skill and laudable perseverance of Kinsey Burden, Sen., of St. John's, Colleton. An improvement in the texture of the wool engaged his earnest attention as early as 1804 or 1805. In one of those years, he raised from selected seed a 'pocket' of cotton, worth, in the English market, 'twenty-five cents per lb. more than any other cottons at any price.' From that time he laboured zealously in this new branch of his profession until 1826, when he sold his first full crop, sixty bags, at 110 cents per lb. The crop of the following year commanded 125 cents per lb. It is proper here to observe, that between 1821 and 1829, the average price of common long cotton was twenty-four cents, and of the superior kinds from thirty-five to sixty cents. Mr. Burden's discovery was held to be so valuable to the state, that he was induced to forward a memorial to the legislature, offering to sell his secret for 200,000 dollars ; he resigning all his seed, except what was necessary for his own crop, and communicating the mode of perpetuating the silky properties of the new cotton fibre. The memorial, for reasons satisfactory to the applicant, was never presented.

"Cotton may appropriately be divided into three kinds : 1st, Herbaceous cotton ; 2nd, shrub cotton ; 3rd, tree cotton. The first is the most useful, and is cultivated in nearly every country congenial to the *Gossypium*. It exists native at Aleppo, in Upper Egypt, Arabia, and in Senegal. Of the seven varieties of the shrub cotton, one or other grows spontaneously in the tropical regions of Asia, Africa, and America. In the latter continent, the *hirsutum*, or hairy (seeds greenish), and the *Barbadense*, or Barbadoes cotton (a black seed), are indigenous. To the shrub species all the South American, and most of the West India cotton, which is long-stapled, is to be referred. The tree cotton, according to one authority, grows in India, China, Egypt, the interior and western coast of Africa, and in some parts of America ; by another, it is a native of India, Egypt, and Arabia.

"*Quatremere Disjouvai*, a prominent member of the Academy of Sciences of Paris, in speaking of the influence of climate on the texture and quality of cotton, advances the following hypothesis :—That the produce of the countries immediately under or nearest the equator, is to be considered the type of excellence, and is distinguished by its fine silky fibre, the depth and peculiarity of its colour, and the height and permanency of the plant. In proportion, he remarks, as we recede from the equator, these strongly marked characters disappear, the fibre becomes coarse, its colour perfect white, and, on the shores of the Mediterranean, we behold the lofty and flourishing tree of Hindostan, dwindled down into a stunted annual shrub. Of these broad and unqualified assertions, there is but one that rests on a tenable basis :—that the perennial plant of the equator becomes an annual in a higher latitude. The averment, that the finest and the deepest coloured cotton is the produce of the tropical countries, is reiterated on even higher authority. * This is false, as a general proposition, and only true concerning locations. The coarsest cottons known in commerce, except some from Peru, between 5 deg. and 15 deg. south, which are of a dark hue, and as coarse as the wool of sheep, are the Bengal, 24 deg. north, and the Surat, 21 deg. 10 min. north ; the finest, and in all other respects the best, cottons are produced on the Sea Islands of South Carolina, 10 deg. beyond the Tropic of Cancer. To the latter, as well as those of the Isle of France, 20 deg. 9 min. south, Dacca, 23 deg. 55 min. north, and Egypt, about 30 deg. north, the cotton of Guiana, within 5 deg. of the equator, is decidedly inferior. The worst native cotton in the East grows in Java, 7 deg. south. The cottons of South America, in the hottest region, it is true, are of a better quality than

* "*Rees' Encyclopædia* ;" article *Cotton*.

those of the Levant ; on the other hand, some of the West India kinds are lower in value than the green seed varieties of this country. These too, as is especially the case in our state, oft-times grow within a few miles of the long-staple cotton, and, in certain localities, side by side ; yet the best sorts of the latter are worth 800 per cent more than the best sorts of the former. So much for the effect of climate on the fibre of cotton, in opposition to the gradation of the French philosopher's system. With regard to the colour of cotton, the yellowish hue of which is indicative of fineness, climate has but an inconsiderable effect. The cottons on the coasts of South Carolina and Georgia are tinged, and some varieties deeply, with yellow ; while the inland districts of those states, and their more southern neighbours, as far as the Red river, produce cotton of great whiteness, and far inferior in strength and fineness. A portion of the West India cotton is of a cream colour ; and some from India is represented, to have 'a slight tinge of Aurora.' The cottons of Bengal, Madras, and Surat, of Smyrna, Cyprus, Salonica, and all parts of the Levant, are distinguished by their want of colour ; this is also said of Siam, famous for its nankeen. The Dacca cotton is deeply coloured, and, although it is consumed in that province, and consequently unknown in commerce, still, from an examination of the muslin, denominated in hyperbolical language, 'webs of woven wind,' and 'which can hardly be felt when expanded,' it has been satisfactorily ascertained to be of a coarser fibre than the better qualities of our cottons, grown near the ocean. While one pound of that cotton, in a single thread, would extend to the distance only of 115 miles, two furlongs, and sixty yards, cotton yarn is spun in England, making 350 hanks to the lb. weight, each hank measuring 840 yards, and the whole forming a thread of 167 miles in length. Further, 420 hanks certainly, and, it is asserted, from 480 to 500 hanks, per lb., have been spun in Manchester with cotton from South Carolina ; thus yielding a thread from 197 to over 238 miles long.

"The valuable properties of cotton wool, in their relative order, are strength, fineness, length, evenness and freedom from knots and entanglements. The superiority of our Sea Island cotton over all other kinds, * is owing to their fibres being 'spiral springs, singularly adapted to the spinning process, readily entwining with, and sliding over, each other, during the formation of a thread, with an easy elastic force. The filaments of these cottons vary from one to two 'inches, and in breadth from 1-1500th to 1-3000th of an inch.'

"A short time after cotton, as a crop, had been successfully cultivated in Carolina, it was attacked, in Georgia, by the caterpillar, *noctua xyliæna*, or cotton-moth, which made its appearance as early as 1793 ; seven years afterwards, in South Carolina. In 1804, the crops, which would have been devoured by them, were, with the enemy, effectually destroyed by the hurricane of that year. In 1825, the visit of the worm was renewed, and its ravages were universal and complete. In 1827, 1829, 1833, 1834, 1840, 1841, and 1843, the lower parishes generally, or particular locations, suffered greatly by its depredations.

"That the cotton-moth frequently survives the frosty season, is nearly certain. An examination of the neighbouring woods, especially after a mild winter, has often been successfully made for that purpose.

"The injury that has often been committed by the caterpillar is almost incredible. In one week they have denuded of its foliage every stalk in the largest field. The cotton plant of Guiana was very subject to the attack of the chenille, as the caterpillar is there called. In the Bahamas, between March and September, 1788, no less than 280 tons of cotton, on a moderate scale, were devoured by this worm. Among the causes of failure of the crop in that quarter, as ascertained by answers of the most intelligent and experienced planters to questions proposed by the House of Assembly, the most prominent is the destruction by the chenille. The same cause produced the abandonment of the gossypium culture in several of the West India islands.

"The attack of the caterpillar in Carolina is not annual. This of itself is satisfactory evidence, that the 'evolution of the larvæ, and the transformations and death

* Ten years ago, the difference between the staple of our Sea Island cotton, and that of Egypt, Brazil, and some of the West India sorts, was about twenty per cent in favour of the former. Owing to a more favourable climate, superior husbandry, and the raising of superfine qualities, the difference may now be estimated at from thirty to fifty per cent, and over, if the silkiest kinds be included.

of the insect, or the appearance and disappearance of the chenille, are regulated or influenced by particular states of the atmosphere; and probably, as close observers have remarked, by 'the phases or changes of the moon.' Every effort which the most scrutinising and active minds have hitherto suggested to prevent their propagation, or to render innoxious the career of these insatiable depredators, has utterly failed. From this consideration, added to their great tenacity of life and extraordinary fecundity, it is supposed that the ordinary means of effecting either of those desirable ends will never succeed. The caterpillar, after being plunged into spirits of turpentine, or corrosive sublimate, is as ready for his all-day meal, as though it had been immersed in pure water. If the section of the field in which the pupæ only are seen, be burnt, the progress of the worm, as experience testifies, will scarcely be impeded. Lime will quickly produce death, and so will oil rubbed on the abdomen, but how can these be used efficaciously on the larvæ, when from 500 to 1000 on a plant are not unfrequently seen? Or can the pupæ, reposing in their glutinous cells, be affected by any external application? In this way the planter reasons, and when the enemy appears, no means whatever are now employed to preserve the fruits of his labour."—*Mr. Seabrook on the Cultivation of Cotton.*

Mr. Townsend, of Carolina, adopted the following plan for destroying these insects:—

1. His people searched for and killed both the worm and the chrysalis of the first brood.

2. On the appearance of the second brood, he scattered corn over the field to invite the notice of the birds, and while they depredated on the worms on the tops of the stalks and their upper limbs, the turkeys destroyed the enemy on the lower branches.

3. When in the aurelia state, the negroes crushed them between their fingers.

4. Some patches of cotton, where the caterpillars were very thick, and the birds and turkeys could not get access to them, were destroyed.

5. The tops of the plants, and the ends of all the tender and luxuriant branches, where the eggs of the butterfly are usually deposited, were cut off.

"By these means, resolutely pursued, although at one time the prospect of checking the depredators was almost cheerless, not the slightest injury to the field was sustained.* As the reasons for the measures adopted by Mr. Townsend are, perhaps, apparent, it behoves the planter to reflect that, on the first visit† of the caterpillars, while their number is few, they might be, if not entirely got rid of, materially lessened; that in the pupæ state they are easily detected, and, of course, as easily killed; and that while early and indefatigable exertions may be crowned with success, delay or tardiness in his operations will certainly be fatal.

"In Georgia, the attack of the red bug, a winged insect with a long proboscis, with which it pierces the green pods, extracting the juices of the seed, and leaving the capsules blighted and hard, and the cotton stained of a deep yellow or red colour, are coeval with that of the caterpillar. Although this insect is an occasional depredator in the fields of this state, yet no material loss has been sustained by it. This is, also, true of the *apata monachus*, a species of the scramble, the larvæ of which, eating with a revolving motion, penetrate to the wood and pith of the cotton stalk. Red bugs, that prey on the roots and leaves of cotton, usually early in May, though their appearance is not uncommon in April, are certainly becoming more destructive and extensive in their visits. By the latter, the growth of the plant is in general only checked; but the former,‡ by arresting the ascent and circulation of the sap, generates a disease, which, if it do not destroy, renders the plants comparatively barren. The grub or cut-worm, if the spring be cold, and east winds prevail, is a troublesome, but not a formidable, enemy. The blast or blight is now, perhaps,

* The experiment cost Mr. Townsend two acres and a half of cotton, about fifteen bushels of corn, and the work of all his people for about five days. This gentleman was roused to unusual action by the reflection, founded on analogical reasoning, that, of one moth of feeble wing and tender body, which a vigilant eye might discover, and destroy, the progeny in six weeks amounted to at least 26,000,000 of worms.

† This is communicated to the planter through the sense of smell. When the chenille appears, a very flagrant odour issues from the field, which is not possessed by the worm itself, or the plant separately.

‡ Wherever salt is applied on the listing, at the rate of one pint to the task-row (105 feet), it is confidently believed, that the bug will not appear.

the most common of all the diseases to which cotton is liable. Its tendency is to check or destroy the vegetative powers of the plants. The causes of blast are threefold:—excess of vegetation, corresponding with plethora in animals; exhaustion of vegetation, terminating in a state similar to gangrene; and wetness at the roots. When the first takes place, the cotton is pronounced 'flaggy'; the appearance of the second is denominated 'canker,' of which there are two kinds: in one the plant is stripped of its fruit and foliage, except a few green buds on the top; in the other, the leaves wither—the stalks assume a dark hue, and the pods drop, save those nearly full grown, which become hard and black, though they produce cotton. In relation to the third cause, as long as the roots are saturated with water, the procreative energies of the plants are arrested, and all the fruit previously formed quickly disappear. While the manuring system, where judiciously practised, has almost effectually removed one cause, and the main one, arising from vegetative exhaustion,* it has palpably increased the plethoric habits of the plant, and multiplied the number of its diseases, most of which, there are good grounds for believing, is animal. It should, hence, be the paramount duty of the grower, unless an antidote, like salt for instance, be applied, to use sparingly those manures, which furnish a matrix for generating or nourishing the insect brood.

"It has been well said by a judicious observer, that, of all the productions to which labour is applicable, the cotton plant, more particularly the species grown on the Sea Islands, is the most precarious. In its first stage it is attacked by the grub; it is devoured by bugs in the second; and by caterpillars in the third: it is often withered by the wind in its infancy, and by the blight in maturer age; and when the grower, excited by all the causes which hope so kindly presents to his ardent imagination, is about to reap the golden harvest, an equinoctial gale, or a few saturating showers, deprive him at once of the fruits of his labours, and bid him to reassume the toils and vexations of his vocation. And here it may pertinently be added, that 'when the produce is raised, at an expense to the cultivator, which, perhaps, is not equalled in any other pursuit—an expense, too, that is permanent and certain, while the returns are more variable and fluctuating than any other—the selfish and grasping policy of man is oftentimes more destructive than even the anger of Omnipotence.'

"Apart from the suicidal legislation of the federal authorities, our planters have no cause for despondency. Every view of the subject, on the contrary, imperiously invites them to persevere. In confirmation of this assertion, there are two considerations, one of a general and the other of a local character, to which I would briefly invite your notice—the first showing, that better and cheaper cotton can be grown in this country than in any other section of the world; the other, that by a little more attention to the processes that succeed the gathering season, the disparity between the South Carolina planter and his more southern associates, in relation to the money value of their respective crops, would be considerably lessened. And, first, in reference to nearly every part of the globe where cotton is grown for European consumption and manufacture, it is undeniable, that while the production of the raw material in the United States is rapidly extending, in other countries, it is either stationary or diminishing. Secondly, although with regard to the amount of cotton per acre, South Carolina cannot compete with the Gulf states.† Yet her planters, in consequence of this apparent misfortune, are enabled to send the wool to market greatly improved in value by a superior mode of handling. One cent more per pound, occasioned by a better style of preparation, taking the crop of the last year as a basis, would yield to the growers over 900,000 dollars.

* Sometimes, on poor high land, assisted with any matter, salt-mud especially, that brings the plant rapidly to maturity, this disease will appear, if a drought be succeeded by heavy rains in August. To prevent this, do not use mud alone, but in connexion with some stimulating aliment. Such lands should not be planted until the last of April.

† While the production in the Gulf states has doubled itself for the eighteen years, from 1824 to 1841, inclusive; that of the southern Atlantic states for the same period has remained nearly stationary.

Actual average of the eighteen crops from 1824 to 1841:—

	First Six Years.	Second Six Years.	Third Six Years.
South Atlantic States	258,000 bales.	504,000 bales	1,030,000 bales.
Gulf States.....*	433,000 „	522,000 „	529,000 „

"The American saw-gin, and the wonderful discoveries and inventions in England in the operations of carding, spinning,* and weaving cotton, gave birth to the cotton-husbandry in the United States. The application of steam to the propelling of the cotton-machinery, and for purposes of navigation; the improvements in ship building, which enable vessels that formerly carried only 900 lbs. to the ton of register, now to carry from 1500 to 2000 lbs. to the ton, separate from the skill and industry of the cultivator, have materially contributed to its unparalleled extension.

"In consequence of its abundance, and the facility with which it can be twisted into a thread, cotton is the cheapest of all the materials for clothing; and what, perhaps, is of scarcely less importance, it is in a high degree conducive to health. For these reasons, it is gradually supplanting flax, silk, and wool, as an article of wear, or forms a component part of all of them. From its exchangeable value, and constituting as it does more than one-half of our exports,† it has greatly accelerated the growth and flourishing condition of the plantation states; aided to build up the prosperity of their political associates, and added vastly to the wealth and greatness of the union. Nor has its benefits been confined to the North American republic. The enlargement of our cotton husbandry, by arousing the energies of the British artists, created many of those extraordinary mechanical improvements, which have essentially contributed to render England the most powerful nation of which history furnishes an example. The community of interests existing between that sea-girt isle and our highly favoured land, owes its strength and maintenance to the downy fleece of a long-neglected shrub, which, by the unexampled skill and ingenuity of the one, and the untiring industry and perseverance of the other, has become 'the wonder of agriculture in the United States, and the miracle of manufacture in Europe.' Without attempting to show the manifold blessings that cotton has conferred on the political and social condition of other nations, it may, perhaps, be only necessary to remark, that everywhere society feels its friendly and invigorating influence. All classes and occupations, though its culture and manufacture, on an extended theatre, are of modern date, already acknowledge, that the 'vegetable wool' is among the greatest gifts of God to His people.

"The grand revolution which has increased the production of cotton wool in this country over 5676 times in half a century, has been brought about not by governmental patronage and the influence of monopolies, but against the unceasing plunderings of the one, and the resistless and unrelenting fiat of the other. The history, indeed, of no pursuit affords so extraordinary a result from the isolated labours of its followers, and under circumstances so oppressive and discouraging, as that of the cotton grower of the United States. He sows, and endures the heat and burden of the day, but others riot in the harvest. A juster and nobler policy, it is hoped, will ere long direct the federal councils. England now pays to America 35,000,000 dollars per annum for a single product of our fields. *To keep her in this position is a task of easy accomplishment, if commerce be free, and the planter be released from the shackles of pernicious and unwarrantable enactments.* As an exporter of the main crop of both countries, Texas can never be the rival of the United States, unless the spirit that has so long swayed the constituted authorities of the latter shall unfortunately continue in the ascendant. Under the guidance of a patriotic home legislation, and international interests, these coterminous communities would constitute the region, which might abundantly supply the nations of the globe with its great staple commodity, and at a lower rate, too, than ever was done by the labour of man."—*Mr. Seabrook on the Cultivation of Cotton.*

In 1791, about 2,000,000 lbs. were grown in the United States—of which about 1,500,000 lbs. was the produce of South Carolina, and about 500,000 lbs. of Georgia.

In 1801, the cotton crop of the United States was about 40,600,000 lbs.—of which about

* "Of the inventions of the 'water frame' by Arkwright, the 'spinning jenny' by Hargreaves, and the 'mule jenny' by Samuel Crompton, the two first occurred a short time before the American Revolution—the last in 1779. 'Of the four great divisions of the globe,' remarks Mr. Baines, 'Europe was the last to receive the cotton manufacture, and England was among the last to engage in that branch of industry.'"

† "The total value of the exports of the produce of the United States, during the year, ending on the 30th of September, 1841, was 106,382,722 dollars. Of this, cotton furnished 54,330,341 dollars, or more than one-half. South Carolina, as her share, contributed 8,011,392 dollars."

20,000,000 lbs. was produced in South Carolina, about 10,000,000 lbs. in Georgia, about 5,000,000 lbs. in Virginia, about 4,000,000 lbs. in North Carolina, and about 1,000,000 lbs. in Tennessee.

In 1811, the crop of the United States was estimated at 80,000,000 lbs.—of which 40,000,000 lbs. in South Carolina, 20,000,000 lbs. in Georgia, 8,000,000 lbs. in Virginia, 7,000,000 lbs. in North Carolina, 3,000,000 lbs. in Tennessee, and 2,000,000 lbs. in Louisiana.

In 1821, the produce of the several cotton growing states was distributed as follows,—South Carolina, 50,000,000 lbs., Georgia, 45,000,000 lbs., Tennessee, 20,000,000 lbs., Alabama, 20,000,000 lbs., Virginia, 12,000,000 lbs., North Carolina, 10,000,000 lbs., Louisiana, 10,000,000 lbs., and Mississippi 10,000,000 lbs. Total crop about 170,000,000 lbs.

In 1826, the total produce of cotton in the United States was about 348,500,000 lbs. Georgia produced 75,000,000 lbs., South Carolina 70,000,000 lbs., Tennessee 45,000,000 lbs., Alabama 45,000,000 lbs., Louisiana 38,000,000 lbs., Mississippi 20,000,000 lbs., Virginia 25,000,000 lbs., North Carolina 10,000,000 lbs., Florida 2,000,000 lbs., and Arkansas 500,000 lbs.

In 1833, the cotton crop of the United States increased to about 437,750,000 lbs. : viz., Georgia 88,000,000 lbs., South Carolina 73,000,000 lbs., Mississippi 70,000,000 lbs., Alabama 65,000,000 lbs., Louisiana 55,000,000 lbs., Tennessee 50,000,000 lbs., Florida 15,000,000 lbs., Virginia 13,000,000 lbs., North Carolina 10,000,000 lbs., and Arkansas 750,000 lbs.

In 1834, the crop increased to 467,500,000 lbs. : viz., Mississippi, 85,000,000 lbs.; Alabama, 85,000,000 lbs.; Georgia, 75,000,000 lbs.; South Carolina, 65,500,000 lbs.; Louisiana, 62,000,000 lbs.; Tennessee, 45,000,000 lbs.; Florida, 20,000,000 lbs.; Virginia, 10,000,000 lbs.; North Carolina, 9,500,000 lbs.; and Arkansas, 500,000 lbs.

By a report of the secretary of the treasury to congress, compiled from the returns of the weight and value of cotton cleared at all the custom-houses of the United States, the average prices of cotton were as follows :—

1791 to 1800, average price was 33 cts.; highest average, 44 cts. in 1799, lowest average 23 cts. in 1793.					
1801 to 1810, " 22 " " 44 " in 1801, " 16 " in 1810.					
1811 to 1820, " 20½ " " 34 " in 1818, " 10½ " in 1812.					
1821 to 1835, " 12½ " " 21 " in 1825, " 9½ " in 1831.					

COTTON Crops of the United States.

YEARS.	Quantity.	Average for Five Years.		Average Increase per Annum.	
		YEARS.	Quantity.	Quantity.	Per cent.
	bales.		bales.	bales.	
1824.....	509,158	1824 to 1828.....	691,000		
1825.....	567,748	1825 to 1829.....	762,000	71,000	10.27
1826.....	714,200	1826 to 1830.....	844,000	82,000	10.76
1827.....	954,351	1827 to 1831.....	909,000	65,000	7.70
1828.....	709,422	1828 to 1832.....	916,000	7,000	0.77
1829.....	806,112	1829 to 1833.....	998,000	72,000	7.86
1830.....	976,845	1830 to 1834.....	1,056,000	68,000	6.88
1831.....	1,038,847	1831 to 1835.....	1,111,000	55,000	5.21
1832.....	987,477	1832 to 1836.....	1,175,000	64,000	5.76
1833.....	1,070,439	1833 to 1837.....	1,205,000	90,000	7.66
1834.....	1,205,394	1834 to 1838.....	1,409,000	144,000	11.30
1835.....	1,254,328	1835 to 1839.....	1,440,000	31,000	2.20
1836.....	1,360,725	1836 to 1840.....	1,625,000	175,000	12.15
1837.....	1,422,930	1837 to 1841.....	1,680,000	55,000	3.28
1838.....	1,801,497	1838 to 1842.....	1,732,006	52,000	3.37
1839.....	1,360,531	1839 to 1843.....	1,948,000	116,000	6.69
1840.....	2,182,880				
1841.....	1,634,945				
1842.....	1,684,211				
1843.....	2,376,875				
1844—Estimate.....	2,323,000				

15,101.86

Average increase per annum, in the above series of years..

6.79

GROWTH of Cotton brought to Market in the United States for Fifteen Years.

Y E A R S.	New Orleans.	Mobile.	Florida.	Georgia.	S. Carolina.	N. Carolina and Virginia.	TOTAL.
	bales.	bales.	bales.	bales.	bales.	bales.	bales.
1828-29.....	264,249	79,038	4,146	249,166	108,275	104,021	866,112
1829-30.....	354,024	102,080	5,787	253,117	188,871	72,412	976,845
1830-31.....	426,485	113,180	13,073	230,502	185,110	70,435	1,008,847
1831-32.....	322,635	125,921	22,651	270,437	173,872	65,901	987,477
1832-33.....	403,443	129,366	23,641	271,025	181,879	61,087	1,070,438
1833-34.....	454,719	149,578	36,738	258,655	227,259	76,945	1,204,394
1834-35.....	511,946	197,092	52,085	222,070	203,166	67,569	1,251,328
1835-36.....	481,536	226,715	79,762	270,220	231,237	61,207	1,361,688
1836-37.....	601,014	232,243	63,703	202,371	186,377	46,565	1,422,968
1837-38.....	731,256	9,467	100,171	304,210	294,334	55,719	1,801,497
1838-39.....	584,694	251,742	75,177	204,112	210,171	33,336	1,360,532
1839-40.....	950,022	445,725	136,357	292,603	313,104	33,044	2,177,835
1840-41.....	920,140	317,642	92,552	149,000	225,943	28,060	1,634,945
1841-42.....	727,658	318,317	114,416	232,271	240,801	30,750	1,684,211
1842-43.....	1,060,246	481,774	161,088	299,491	351,658	24,078	2,378,875

The exports have been for five years as follows :—

C O U N T R I E S.	1839	1840	1841	1842	1843
	bales.	bales.	bales.	bales.	bales.
Great Britain	798,418	1,246,791	858,702	935,031	1,469,711
France.....	242,243	447,465	348,776	308,129	346,139
North of Europe	21,517	103,232	56,279	70,556	117,794
Other ports	12,511	78,515	49,480	51,531	76,493
Total.....	1,074,689	1,876,003	1,313,277	1,465,249	2,010,137
U. S. consumption.....	276,018	295,193	297,288	267,850	325,129
Stock U. S., Sept. 1.....	52,244	58,442	72,479	31,807	94,480

(See also Cotton Trade of all Countries hereafter.)

THE Exports of Cotton grown in the Plantation States of North America.

Y E A R S.	Quantity.	Y E A R S.	Quantity.
	lbs.		lbs.
1784	*1,200	1814	17,806,479
1785	*2,100	1815	82,998,747
1786	*900	1816	81,747,116
1787	*16,350	1817	85,649,328
1788	*58,350	1818	92,471,178
1789	*126,300	1819	87,997,045
1790	*12,150	1820	127,800,152
1791	189,316	1821	124,892,405
1792	138,328	1822	144,675,095
1793	487,602	1823	173,723,270
1794	1,601,700	1824	142,369,663
1795	+6,276,300	1825	176,439,907
1796	+6,106,729	1826	204,535,415
1797	3,788,429	1827	294,310,115
1798	9,360,005	1828	210,590,463
1799	9,532,263	1829	264,847,186
1800	17,789,803	1830	298,450,102
1801	20,911,301	1831	270,970,784
1802	27,501,075	1832	322,215,122
1803	41,105,623	1833	3,397,780,020
1804	38,118,041	1834	418,528,240
1805	40,383,491	1835	440,083,350
1806	37,491,282	1836	479,566,900
1807	66,212,787	1837	524,494,010
1808	12,064,366	1838	448,375,569
1809	(Embargo)	1839	718,885,850
1810	"	1840	580,531,850
1811	"	1841	555,570,420
1812	(War)	1842	584,112,017
1813	"	1843	702,397,106

* From 1784 to 1790 inclusive, the number of bags exported was respectively 8, 14, 6, 109 389, 842, 81, which are estimated as weighing 150 lbs. each.

† Some foreign cottons included.

‡ The bags from 1833 to 1842, inclusive, are estimated to weigh 330 lbs. each.

§ For the nine months ending the 30th of June.

EARLY IMPORTS OF AMERICAN COTTON, FROM THE UNITED STATES INTO ENGLAND.

The first arrival of cotton-wool, the produce of the United States of America, took place at Liverpool, on the 20th of January, 1785, of one bag, per *Diana* from Charleston.

An account of the import of the first cotton brought to the port of Liverpool, the growth of the United States of America, 1785. January 20th, *Diana* from Charleston, one bag; February 17th, *Tonyn*, New York, one bag; July 21st, *Grange*, Philadelphia, three bags; November 17th, *Friendship*, Philadelphia, nine bags. Total, fourteen bags.

1786.—May 4th, *Thomas* from Charleston, two bags; June 21st, *Juno*, Charleston, four bags. Total, six bags.

1787.—April 5th, *John* from Philadelphia, six bags; June 7th, *Irish Volunteer*, Charleston, one bag; June 14th, *Wilson*, New York, nine bags; June 28th, *Grange*, Philadelphia, six bags; James Appleton, two bags; August 2nd, *Henderson*, Charleston, forty bags; December 13th, *John*, Philadelphia, *George Goring*, thirty-seven bags; Order, seven bags. Total, 108 bags.

Total import of cotton into Liverpool during the six years from 1785 to 1790, inclusive, was 1441 bags. Though the above statement shows a progressive increase, it appears that the demand was neither uniform nor extensive, the import, in 1789, having exceeded that of the following year 731 bags. From this period, however, the trade, especially as regards Liverpool, has increased with astonishing rapidity.

NUMBER of Pounds of Sea Island Cotton Exported from the United States.

YEARS.	Quantity.	YEARS.	Quantity.
	lbs.		lbs.
1805	8,787,639	1825	9,655,278
1806	6,096,082	1826	5,972,852
1807	8,926,011	1827	15,140,798
1808	949,051	1828	11,288,419
1809	8,664,212	1829	12,833,307
1810	8,604,078	1830	8,147,165
1811	8,029,576	1831	8,311,702
1812	4,367,836	1832	8,743,373
1813	4,134,849	1833	11,142,987
1814	2,520,388	1834	8,085,935
1815	8,449,951	1835	7,752,736
1816	9,900,326	1836	8,544,419
1817	8,101,880	1837	5,286,971
1818	*6,035,700	1838	7,286,340
1819	*11,015,070	1839	5,107,404
1820	*11,718,300	1840	8,779,609
1821	11,344,066	1841	*6,752,130
1822	11,250,635	1842	*7,254,099
1823	12,136,688	1843	7,515,079
1824	9,325,722	1844	

* The bags estimated to weigh 330 lbs. each.

The recognised distinctions of cotton on the continent of Europe, are as follows:—1. The North American; 2. The West Indian; 3. The South American; 4. The East Indian; 5. The Levantine; 6. The African; 7. The Italian; 8. The Spanish.

The relative value of the above cottons is as follows:—Sea Island, Bourbon, Egyptian, Maragnan, Bahia, and Pernambuco; Motril, from the kingdom of Grenada; Cayenne, Surinam, Demerara, and Berbice; Superior West Indian, New Orleans, Upland Carolina, Georgia, Tennessee, Inferior West Indian; Levant—European and Asiatic Turkey; Italian, Madras, Surat, Bengal.

COTTON CROP OF THE UNITED STATES.

STATEMENT of the Total Amount and of the Growth, Export, and Consumption of Cotton, for the Year ending the 31st of August, 1843; derived from the New York Shipping List.

S T A T E S.	Quantity.	TOTAL.	T O T A L.		
			1843	1842	1841
N E W O R L E A N S.					
Exports—	bales.	bales.	bales.	bales.	bales.
To foreign ports	954,738				
Coastwise	134,132				
Burnt and damaged	500				
Stock on hand, 1st September, 1843	4,700				
Deduct—		1,094,070			
Stock on hand, 1st September, 1842	4,428				
Received from Mobile	10,687				
" Florida	3,381				
" Texas	15,328				
		33,824			
A L A B A M A.					
Export from Mobile—			1,060,240	727,758	814,080
To foreign ports	366,012				
Coastwise	115,882				
Stock in Mobile, 1st September, 1843	1,128				
Deduct—		463,022			
Stock in Mobile, 1st September, 1842	422				
Received from Florida	886				
		1,308			
F L O R I D A.					
Exports—			481,714	318,315	320,701
To foreign ports	58,901				
Coastwise	102,237				
Stock on hand, 1st September, 1843	200				
Deduct—		161,338			
Stock on hand, 1st September, 1842 .....	....	250			
			161,088	114,416	93,552
G E O R G I A.					
Export from Savannah—					
To foreign ports—Uplands	186,655				
" Sea Islands	6,444				
Coastwise—Uplands	86,681				
" Sea Islands	1,046				
Export from Darien—		280,826			
To New York and Providence	13,656				
Stock in Savannah, 1st September, 1843	2,347				
Stock in Augusta and Hambro', 1st September, 1843	7,401				
Deduct—		305,230			
Stock in Savannah and Augusta, 1st September, 1842	5,110				
Received from Florida	629				
		5,739			
S O U T H C A R O L I N A.					
Export from Charleston—			299,491	232,271	148,947
To foreign ports—Uplands	257,035				
" Sea Islands	16,351				
Coastwise—Uplands	78,523				
" Sea Islands	681				
Export from Georgetown—		352,890			
To New York and Providence	13,042				
Stock in Charleston, 1st September, 1843	8,274				
Deduct—		373,906			
Stock in Charleston, 1st September, 1842	2,747				
Received from Savannah	14,916				
" Florida and Key West	4,585				
		22,248			
N O R T H C A R O L I N A.					
Exports—			351,658	260,164	227,400
To foreign ports	512				
Coastwise	8,577				
Stock on hand, 1st September, 1843	300				
Deduct—		9,280			
Stock on hand, 1st September, 1842 .....	....	250			
			9,039	9,737	7,865
V I R G I N I A.					
Exports—					
To foreign ports	1,917				
Manufactured	9,347				
Stock on hand, 1st September, 1843	975				
Deduct—		12,239			
Stock on hand, 1st September, 1842 .....	....	100			
			12,139	10,013	20,000
Received at Philadelphia and Baltimore, overland ..	....	....	3,500	2,000	1,900
Total crop of the United States .....	....	....	2,378,875	1,683,574	1,634,945
Total crop of 1843					2,378,875
" 1842					1,683,574
Increase					695,301

EXPORT to Foreign Ports, from the 1st of September, 1842, to the 31st of August, 1843.

STATES.	To Great Britain.	To France.	To North of Europe.	Other ports.	TOTAL.
From—	lbs.	lbs.	lbs.	lbs.	lbs.
New Orleans.....	579,438	180,875	50,582	43,543	954,738
Alabama.....	283,382	55,421	8,032	19,177	366,012
Florida.....	83,005	4,196	.....	1,700	88,901
Georgia (Savannah and Darien)	169,676	15,126	6,621	1,676	193,099
South Carolina.....	201,645	33,725	16,046	2,370	273,386
North Carolina.....	512	.....	.....	.....	512
Virginia.....	1,735	.....	182	.....	1,917
Baltimore.....	.....	.....	246	.....	246
Philadelphia.....	1,659	.....	.....	.....	1,659
New York.....	79,330	86,796	35,340	6,311	157,766
Boston.....	.....	.....	845	1,716	2,561
Grand total.....	1,489,711	340,139	117,794	70,493	2,018,137
Total last year.....	935,631	398,129	79,956	51,531	1,465,249
Increase.....	554,080	.....	37,838	24,962	541,888
Decrease.....	.....	51,990	.....	.....	.....

NOTE.—The shipments from Mississippi are included in the export from New Orleans.

STATEMENT showing the Quantities of Cotton Wool, together with the Value thereof, Exported from the United States to all Countries, during the Years 1842 and 1843.

COUNTRIES.	1842			1843		
	Sea island Cotton.	Other sorts.	Value.	Sea island Cotton.	Other sorts.	Value.
	lbs.	lbs.	dollars.	lbs.	lbs.	dollars.
United Kingdom, viz.:—						
England.....	5,528,898	356,483,816	28,768,071	6,047,357	537,113,388	33,320,510
Scotland.....	179,800	16,035,314	1,308,505	438,886	37,954,674	2,285,008
Ireland.....	.....	469,821	35,841	.....	2,091,199	175,599
Belgium.....	.....	8,227,699	637,058	.....	15,143,766	934,316
France, on the Atlantic.....	1,545,401	143,727,782	12,542,455	427,919	130,174,845	8,527,157
" on the Mediterranean.....	.....	10,548,077	850,189	.....	6,211,851	380,069
Cuba.....	.....	6,092,256	654,073	.....	8,498,082	648,044
Italy (Southern).....	.....	4,014,210	301,368	.....	7,333,036	450,425
Sardinia.....	.....	394,439	398,191	.....	1,982,152	108,091
Treiste and Austrian Adriatic Ports.....	.....	7,093,306	585,770	.....	6,015,715	350,156
Mexico.....	.....	.....	.....	.....	1,032,478	125,132
China.....	.....	1,004,802	67,695	917	2,758,747	169,341
All other countries.....	.....	2,471,396	1,815,844	.....	27,309,064	1,644,138
Total.....	7,254,009	577,402,918	47,593,461	7,515,079	784,782,027	49,119,866

(For further information relative to cotton, see hereafter Cotton Trade of the United Kingdom and of Europe generally.)

GROWTH OF SILK.

The mulberry and silk worm were introduced into Virginia, South Carolina, and Georgia, about the middle of the eighteenth century. Dr. Franklin and others made successful experiments in Pennsylvania in rearing silkworms. At a public filature in Savannah, Georgia, the following deliveries of native cocoons were made: 1052 lbs. in 1757, and during each of the three following years, 7040 lbs., 10,000 lbs., and 15,000 lbs. By referring to the general table of products of agriculture in 1840, it will appear that the total weight of silk cocoons produced amounted to 61,552 lbs.; and an increased trade in mulberry trees has been carried on, with various success, for some years. Bounties have been granted by the state legislature, silk journals published, speculations for growing mulberries and raising silkworms, and "the *Multicaulis* speculation," *par excellence*, became a mania, until the disastrous stoppage of the banks in 1839,

proved nearly ruinous to the rearing of mulberry plants. Most of the silk companies then in existence were ruined; notwithstanding bounties and *state protection*.

Since 1840, the culture of silk appears to have recovered itself. The soil of the United States is extensively and well adapted for growing the mulberry; and the climate, notwithstanding its variable character, is sufficiently favourable for rearing the silk worm. The silk produced is of superior quality.

The following extracts from Mr. Ellsworth's Official Reports for 1842, 1843, and 1844, and from statements in *Hunt's Merchants' Magazine*, embrace all that we can state relative to the silk culture of the United States.

"Notwithstanding," says Mr. Ellsworth, "the disappointment of many who, since the year 1839, engaged in the culture of the *morus multicaulis* and other varieties of the mulberry, and the raising of silkworms, there has been, on the whole, a steady increase in the attention devoted to this branch of industry. This may be, in part, attributed to the ease of cultivation, both as to time and labour required, and in no small degree, also, to the fact that, in twelve of the states, a special bounty is paid for the production of cocoons, or of the raw silk. Several of these promise much hereafter in this product, if reliance can be placed on the estimates given in the various journals more particularly devoted to the record of the production of silk. There seems, at least, no ground for abandoning the enterprise, so successfully begun, of aiming to supply our home consumption with this important article of our imports. In Massachusetts, Connecticut, New York, Pennsylvania, Delaware, Tennessee, and Ohio, there has been quite an increase above the amount of 1839. The quantity of raw silk manufactured in this country the past year is estimated at more than 30,000 lbs. The machinery possessed for reeling, spinning, and weaving silk, in the production of ribbons, vestings, damask, &c., admit of its being carried to great perfection, as may be seen by the beautiful specimens of various kinds deposited in the National Gallery at the Patent Office. The climate of our country, from its southern border even up to 44 deg. of north latitude, is suited to the culture of silk. It needs only a rational and unflinching devotion to this object, to place our country soon among the greatest silk producing countries of the world."—*Report for 1842*.

"During the past year (1842) the silk business in this country has been steadily advancing. A greater interest is evidently felt in the subject; and the evidence is decisive, that it needs only patient perseverance to accomplish greater things than its warmest advocates have ventured to hope for. A well represented national convention on the subject was held at New York in October last, at the time of the fair of the American Institute, by the direction of which a great number of letters and communications from persons engaged in the business in all parts of the United States have been published in a pamphlet called 'The Silk Question settled.' The statements contained in this publication furnish the most complete view of the condition of the business of cultivation of the mulberry, raising and feeding worms, and the manufacture of silk, with the methods best adapted to success, that has before been presented to the public. Twelve states were represented by the appearance of a delegation in person, and communications were received also from the residents of eight more. From the various other information, as well as from this publication, it is evident that there has been an increase of attention to this crop all over the United States. In New England it does not probably equal that of some other sections of the country. Some scattered notices may help in estimating the crop of the first year; but much reliance will be placed on the publication just mentioned, and we shall endeavour to condense some of the important results and conclusions on account of their eminently practical bearing and utility. The greatest increase in the crop seems to have taken place at the west. The states of Ohio, Tennessee, and Indiana, have several enterprising men whose influence has been felt in urging forward this business, and the advantage is most encouraging. It is very difficult to fix on any ratio, and the estimated crop in the general tables of products for 1843 will probably, in many cases, fall far below the actual progress, but there is sufficient to show that there is a steady increase from year to year. In the New England states, Connecticut and Massachusetts stand foremost in their

attention to silk. In Connecticut, the effect of the exertions of some ardent friends of the cause, previous to the revolutionary war and just about the close of the last century, is still felt; and several establishments, especially in the town of Mansfield and vicinity, show what might have been done through the whole country had the same perseverance been manifested, in spite of early discouragements, and the same willingness to be contented with moderate profits. The experience of that little town warrants the belief that is expressed by some of its inhabitants that 'the time is not far distant when we, as a country, shall raise our own silk and manufacture it, and ultimately compete with foreign nations.' From Massachusetts we learn 'that the country has taken hold of it in earnest; each year, for some years, has doubled on the preceding. Last year (1842) 400 or 500 were engaged in that business in Massachusetts, and more than double that number in New England.' Several establishments for its manufacture are found in this state in successful operation. In parts of Vermont, there are also individuals who are devoting considerable attention to the production of silk; but, as the climate is so much colder here, and in Maine and New Hampshire, than in any other New England states, they are less favourably situated for the business. It is, however, increasing; and, among other things on this subject, it is stated that several thousand dollars' worth of the eggs of the silkworm have been sent to the West Indies. *There is a bounty given by the state government.*

"At the fair of the New York State Agricultural Society, the crop of nineteen persons in a single district of the country was 2150 lbs. In Monroe county, the quantity offered for the state bounty was said to be 2256 lbs.; the year before, it was 1695 lbs.; in 1841, 1539 lbs.

"There are two or three establishments for the manufacture of silk in New Jersey, and for some time there was formerly published a paper relating to this subject in this state.

"Pennsylvania formerly gave a bounty on the production of cocoons or silk; but the law has been repealed. This has excited some unfavourable influence, and probably prevented the progress of the crop as much in this large state, as would have been the case had the encouragement been continued. The following statement shows what has been the progress of the silk culture at 'Economy,' in five years, commencing in 1838:—

Years.	No. of lbs. of cocoons.
1838	1,400
1839	1,800
1840	2,400
1841	4,400
1842	5,500
Total in five years	15,500

"The largest crop raised at one establishment in Europe, 200 years after the culture of silk was introduced, it is said was 3000 lbs.

"In Maryland are some ardent friends of this object; and though some have been unsuccessful in past years, in respect to the *multicaulis*, yet the belief is expressed that the silk business is yet destined to do well.

"For the southern states this business of silk culture is admirably adapted, and yet comparatively little has been done with regard to it there. On this subject we have the opinion of some residents in that part of the country. One of them writes thus: 'The great difficulty in all matters of improvement in the south is, it is too small a business—too much trouble, or too long to get the return. My own opinion is, that it is to us of the south the greatest business that has ever presented itself. An old negro, competent to feed young children or chickens, with the aid of a few small chaps from four to eight years of age, can make as much as grown hands can in the field, and this without any expense of gin-house and machinery.' 'It seems to me a business peculiarly appropriate for the south. We can commence feeding on the 20th of April (this year on the 16th, last year on the 24th). We can feed without taking our field hands, or any extra building; and what is done thus is entire gain.' In Georgia, we are informed to this effect:

'One family has made thirty yards of beautiful silk, and made it up into ladies' dresses, and it is not inferior to the best French or English in appearance.' One of the members of congress from this state also informs us that he has a suit of silk of the manufacture in South Carolina. An experiment is mentioned as commenced in Louisiana, at Baton Rouge, by a gentleman from France, which seems to promise success. The amount of silk cocoons the past year in Tennessee, is estimated by one concerned in the manufacture, at from 20,000 lbs. to 25,000 lbs. In 1840, it is said, there were raised in that state but 1237 lbs. A fine manufactory here, under the superintendence of an experienced silk weaver from London, is said to have produced splendid specimens of satin. It is also said that 100 hands could now be employed in manufacturing the quantity of cocoons produced; and the opinion is expressed that, 'ultimately, no other business will equal it.' Governor Jones, of that state, has been presented with a full suit of domestic silk, by the silk-growers there, in acknowledgment of his efficient services to the cause of American industry.

"In Kentucky we notice, in one of the journals, that 500 skeins of beautiful sewing silk have been manufactured in one family; and it is evident that the attention to it is greater than formerly.

"Ohio has one of the finest establishments in the country, which manufactures 1000 bushels of cocoons annually, with a capital of 10,000 dollars, and employing from forty to fifty hands. The amount of cocoons produced in the Ohio valley is estimated 'at least sufficient to keep 200 reels in operation.'

"Much attention, likewise, is paid to the silk business in Indiana; and the success experienced justifies the expectation that the culture of silk will hereafter become a great business there.

"In Michigan, Mississippi, and Wisconsin, also, by the accounts given, the attention is more directed to this crop than heretofore.

"The whole crop of 1842, is estimated at 315,965 lbs. of cocoons.

"The resolutions passed by the convention at New York on the subject, express the strongest confidence in the prospects of the silk culture."—*Report for 1843 and 1844.*

"The estimated crop of silk for 1844, is 396,790 lbs. of cocoons."

HEMP AND FLAX.

Our information relative to the cultivation of hemp and flax is confined nearly altogether to the official tables for 1840, and to Mr. Ellsworth's reports:—

"Hemp is beginning to be raised somewhat more in the northern and eastern states. This is true especially of the northern part of the state of New York. At present, however, it is confined to the seed crop, owing to the high price of the seed. It is affirmed to be a mistake to suppose that it must be confined to alluvial lands, as has been shown by the farmers of Saratoga and Washington counties, in the state of New York. When planted in drills, at a suitable distance, as it should be, and properly cultivated, hemp generally produces, it is said, from twenty to forty bushels of seed to the acre; and instances are not rare of its yielding from fifty to sixty bushels. The seed is generally worth from three to six dollars per bushel. When sown for the lint, it should be sown broadcast, from two to three bushels of seed to the acre, depending on the quality of the land; and it usually produces from 700 to 1000 weight of clean hemp to the acre."—*Report for 1841.*

"In the state of New York, the crop has advanced. This is partly owing to the fact that the farmers of Seneca, and some other counties, have been induced by the proprietors of two oil-mills to sow about 1000 acres of flax for the seed; the yield is said to be from ten to fifteen bushels per acre. The increase is thought to be as high as fifteen or twenty per cent. In New Jersey, the falling off of the flax crop was 'from fifty to seventy-five per cent,' and it is said to have been 'almost an entire failure.' In the other middle and southern states, generally, there was an advance on the crop of 1842, of from five to ten per cent.

"In Mississippi, the cultivation of hemp is said to be increasing. The product raised is about one-half a ton to the acre; whereas, in Kentucky, 800 lbs. is esteemed a good crop. One planter, who, in 1842, raised three acres, intended to put in fifteen acres for

1843. Still the crop for the past year is said to have been short, compared to what it might have been, had the season been more favourable. The hemp crop of Tennessee was, probably, a small increase above that of 1842, perhaps five per cent. Kentucky is considered foremost in its crop of hemp. The accounts respecting its production for the past year in this state represent it as in some parts a medium crop, selling for three dollars to four dollars per 100 lbs. In other sections, it is thought to have been not an average crop, and 'one-third less than in 1842,' principally owing to the heavy rains and hail-storms in the spring; the decrease from these causes is estimated to have been as much as fifteen per cent. In Ohio, the crop of flax and hemp is considered to have advanced ten per cent. From some parts, the information received placed it as high 'as twenty per cent;' while, in others, it was reckoned 'about the same as in 1842.' More is said to be raised for seed than for lint. In Indiana the accounts vary; the flax in the south-eastern part of the state is pronounced to have been 'a good crop;' while, on the western side of the state, near the Wabash, both flax and hemp failed. In the south-western section, it is thought to have been 'twenty per cent more,' and in the north-western, 'twenty-five per cent short, owing to the drought.' Not a great deal of either flax or hemp is grown in Illinois; in some parts, the crop was 'an average one;' 'a fair crop;' 'good.' In other sections of the state, however, the information is more unfavourable. Our informant says, 'Recently much attention has been bestowed on the raising of hemp. No part of the United States is superior to Illinois for this production. I was born and educated in the best hemp county in Kentucky, and I am satisfied the same number of hands can tend more hemp in Illinois, and prepare it for market, than in Kentucky. The hemp is now transported chiefly to St. Louis; but manufacturing establishments are now beginning in Illinois, which will consume a portion of what is raised in that state. Should a machine be found which will answer the purpose of breaking the hemp cheaper than it can be done by hand, Illinois will soon raise more hemp than any other state in the union.' The crop of hemp in Missouri, though not as large as might have been hoped for, has somewhat gained on the previous year. In a public journal, in September, we find the following notice:—'The hemp crops in this section of the state are proving to be much better than was anticipated some time since; many crops, since cutting, have been found to be nearly, if not quite, as good as they were last year. The crops in the prairies are, to some extent, a failure; but, in the rich timbered lands, they may be considered good.' In some parts of Michigan, there was more flax sown than before—even double that of last year—and the crop was good; but in others it fell short, owing to the dry cold weather in June; probably there was, on an average, a small increase. In Wisconsin, it was an average crop; while, in Iowa, it is said to have been uncommonly good, and has been estimated at an increase of twenty-five per cent, which seems too high; the whole average may have been ten per cent.

"A species of flax is mentioned as growing in the territory of Oregon, which is described as resembling the common flax in every thing, except that it is perennial. The natives are said to use it in making fishing-nets. The roots are too large, and run too deep, to be pulled like the common flax, but fields of it might be mowed like grass; and, if found to succeed, it might be raised without continual cultivation. Perhaps it may be worthy a trial to introduce it among us.

"A variety of hemp, also, which is indigenous, called the Indian hemp, is described in a scientific journal in 1826. It is said to grow profusely on our low lands. Its blossoms, like those of the silk weed, are purple, and the pods contain a quantity of silk, though less than the silk weed; but the coat of its stem is far superior in strength to the hemp. The gentleman who communicated an account of it to the New York Society for the Promotion of Useful Arts, in 1810, observes:—'I caused to be water-rotted a considerable quantity in 1804, and obtained an excellent hemp, as white as snow, remarkable for its strength, which proved to be double that of common hemp. I have been informed, that the Indians who formerly inhabited the land where my plantation is situated, on the east bank of the Hudson river, made great use of this plant; and, not many years ago, were still in the habit of coming from the distant place, where they now dwell, to collect it. Several of my oldest neighbours have assured me that the ropes and yarn which they made from the fibres of that plant, were far superior, for strength and durability, to those made of flax and hemp.'

"The plant, being perennial, could be cultivated and multiplied to the greatest advantage; and, being more natural to low and overflowed lands, could render productive certain pieces of ground which are now wholly unprofitable. It is further said to grow common in every section of the United States—'along water-courses, ditches, and borders of cultivated fields, flourishing best where agricultural operations have disturbed the soil;' and to grow 'from two feet to six feet high, the stem straight and bare, of a greenish red;' and the writer who mentions it in a western agricultural journal, says, also, 'I have never seen it grow with such luxuriance in any region as on our bottom prairies.'

"Bologna hemp is cultivated to a considerable extent in Kentucky. It is more easily broken than common hemp, is of a white colour, finer, and stronger. The trials which have been made of American hemp, as compared with Russian hemp, are said to have resulted very favourably for that raised in this country. The great difficulty experienced, still, is in a suitable process of water-rotting, to render it adapted to the purpose of the manufacturer.

"The Louisville Journal states, that 14,000 tons of hemp were produced in Kentucky the past year. From this it required 8500 tons to supply her factories, which manufactured 6,500,000 yards of bagging, and 7,000,000 lbs. of bale rope, sufficient to rope and cover 1,100,000 bales of cotton. This leaves Kentucky 5500 tons of hemp for exportation, which, if properly rotted, would bring 190 dollars to 200 dollars per ton.

"The number of square yards of canvass for our navy is calculated at 369,431. All this is now said to be made of American materials, but the cordage is still made principally from Russian hemp.

"Estimated crop of hemp, in the United States, for 1844, is 22,800 tons.

"Flax was once an article of considerable export, and now may be again raised profitably for the seed. In the year 1770, the quantity of seed exported amounted to 312,000 bushels. For twenty-two years previous to 1816, the average annual export was about 250,000 bushels. The reason why less attention is paid to the culture of flax now is, that it is so exhausting a crop. By a rotation of crops, however, this difficulty, it is presumed, might be in a great measure avoided. The smooth rich prairies of the west afford an excellent opportunity for raising flax to any extent; and, since linseed is an article which bears exportation so well, many thousand acres might be cultivated to advantage, especially as the crop may be either pulled by machinery, or, if seed is the only object, it may be cut with like facility."—*Reports for 1842 and 1844.*

"Mr. Parker, in his narrative of his journey across the Rocky Mountains, from the Mississippi to the Pacific, says, 'Flax is a spontaneous production of this country. In every thing, except that it is perennial, it resembles the flax that is cultivated in the United States—the stalk, the bowl, the seed, the blue flower, closed in the day time and open in the evening and morning. The Indians use it in making fishing-nets. Fields of this flax might be managed by the husbandman in the same manner as meadows for hay. It would need to be mowed like grass; for the roots are too large, and run too deep in the earth, to be pulled as ours are; and an advantage that this would have is, that there would be a saving of ploughing and sowing.' This was on a branch of Lewis or Snake river, of the Columbia.

"In a late journal of a passage across these mountains by Mr. Oakley, of Illinois, under date of the 21st of July, 1839, occurs the following: 'Encamped to-night in a beautiful valley, called Bayou Selard, twenty-eight miles from the head of the south fork of the Platte. It is a level prairie, thirty miles long and three wide, and was covered with a thick growth of flax, which every year springs up spontaneously.'"

CHAPTER VIII.

FISHERIES OF BRITISH AMERICA.

THE fisheries of North America have long been eminently important, in regard to the maritime power of the United Kingdom, and of some other nations, as well as to trade and navigation.

The *great bank of Newfoundland*, which has been so long, and so famously resorted to by the English, Biscayans, and French, for the fishing of cod, is the most extensive sub-marine elevation yet discovered. Various theories and conjectures have been hazarded in order to account for its formation; some believe it was formerly an immense island, which had sunk in consequence of its pillars, or foundation, having been loosened by an earthquake. Others, that it has been created by the gradual accumulation of sand, carried along by the gulf stream, and arrested and lodged, on meeting with the currents of the north. It is, in some places, five degrees, or about 200 miles broad, and about 600 miles in length. The soundings on it are from twenty-five to ninety-five fathoms. The whole appears to be a mass of solid rock, formed like the other great inequalities of the globe. Its edges are abrupt, and deepen suddenly from twenty-five to ninety-five fathoms. In one place, laid down as rough fishing-ground, the soundings are only from ten to twenty fathoms. The Cape race, or Virgin rocks, near the inner edge of this bank, have lately been surveyed by one of her majesty's ships, and their position laid down correctly. These have always been considered dangerous, though seldom seen; and, although there is about four fathoms on the shoalest, yet, during a heavy sea, it is probable that a ship would be immediately dashed to pieces on them.

The best fishing-grounds on this bank, are between the latitudes of 42 deg. and 46 deg. north. The outer bank, or Flemish cap, appears to be a continuation of the grand bank, at a lower elevation. The soundings between them for about 100 miles, are from 120 to 218 fathoms.

The outer bank lies within the longitudes of 44 deg. 15 min., and 45 deg. 25 min. west; and the latitudes of 44 deg. 10 min., and 47 deg. 30 min. north. The soundings of it are from 100 to 160 fathoms. From the great bank to Nova Scotia, a continuation of banks succeed.

Fishes of various kinds are caught on all the American shores, lakes, and rivers, for the consumption of the inhabitants; but we shall confine our statements to the fisheries, and the fishing-grounds, which afford useful sources of employment to ships, boats, seamen, fishermen, and on shore to curers.

The cod fishery on the banks of Newfoundland, and along the coasts of North America, commenced a few years after its discovery. In 1517, mention is made of the first English ship which had been at Newfoundland; where, at the same

time, fifty Spanish, French, and Portuguese ships were fishing. The French, in 1536, were extensively engaged in this fishery; and we find that in 1578, there were employed in it; by Spain, 100 ships, by Portugal, fifty ships, and by England, only fifteen ships.* The cause of the English having, at this period, so few ships in this branch of trade, was the fishery carried on by them at Iceland. The English ships, however, from this period, were considered the largest and best vessels, and soon became, and continued to be, the admirals. The Biscayans had, about the same time, from twenty to thirty vessels in the whale fishery at Newfoundland; and some English ships, in 1593, made a voyage in quest of whales and morses (walrus), to Cape Breton, where they found the wreck of a Biscay ship, and 80/ whale fins. England had, in 1615, at Newfoundland, 250 ships, and the French, Biscayans, and Portuguese, 400 ships.†

From this period the fisheries carried on by England became of great national consideration." De Witt observes, "that the English navy became formidable by the discovery of the inexpressibly rich fishing bank of Newfoundland." In 1626, the French possessed themselves of, and settled at, Placentia; and that nation always viewed the English at that fishery with the greatest jealousy; but still the value of those fisheries to England was fully appreciated, as appears by the various acts of parliament passed, as well as different regulations adopted for their protection.‡ Ships of war were sent out to convoy the fishing vessels, and to protect them on the coast; and many of the ships engaged in the Newfoundland fisheries, as far back as 1676, carried about twenty guns, eighteen small boats, and from ninety to 100 men.

By the treaty of Utrecht, the value and importance of our fisheries at Newfoundland, Nova Scotia, and New England are particularly regarded. The French, however, continued afterwards, and until they were deprived of all their possessions in North America, to carry on more extensively than the English did, the fisheries on the banks and coasts of America; and in 1734, heavy complaints were made by the English, who had established a very extensive and profitable fishery at Canso, in Nova Scotia, against the French at Louisburg, and other places in the neighbourhood.

About this period, the inhabitants of New England had about 1200 tons of shipping employed in the whale fishery; and with their vessels engaged in the cod fishery, they caught upwards of 23,000 quintals of fish, valued at 12s. per quintal, which they exported to Spain, and different ports within the Mediterranean, and remitted the proceeds in payment for English manufactures, 172,000l. §

The value of this fishery, and the important ship fishery carried on by the English at Newfoundland, were, however, of less magnitude than the French fisheries before the conquest of Cape Breton. By these alone, the navy of

* Hakluyt-Herrara.

† Lex Mercatoria.

‡ 2 and 3 Edward VI.; acts passed during the reigns of Elizabeth; and James I., cap. 1 and 2; 10 and 11 William and Mary.

§ Anderson on Commerce.

France became formidable to all Europe. In 1745, when Louisburg was taken by the forces sent from New England, under Sir William Pepperell and a British squadron, the value of one year's fishing in the North American seas, and which depended on France possessing Cape Breton, was stated at 982,000*l*.^{*} It is, however, probable that both the English and French accounts of the American and other fisheries were exaggerated; those of Holland certainly were, not only by Sir Walter Raleigh, but also by De Witt.

It was a maxim with the French government, that their American fisheries were of more national value, in regard to navigation and power, than the gold mines of Mexico could have been, if the latter were possessed by France.

In 1748, however, at the treaty of peace, England restored Cape Breton in return for Madras, which the forces of France had conquered two years before; and that nation again enjoyed the full advantages of the fisheries until 1759, when the surrender of Cape Breton, St. John's, and Canada, destroyed French power in North America.

By the third and fourth articles of the treaty of Fontainebleau, signed in 1762, it was agreed, "that the French shall have the liberty of fishing and drying on a part of the coasts of the island of Newfoundland, as specified in the thirteenth article of the treaty of Utrecht; and the French may also fish in the Gulf of St. Lawrence, so that they do not exercise the same but at the distance of three leagues from all the coasts belonging to Great Britain, as well those of the continent as those of the islands in the said gulf. And as to what relates to the fishery out of the said gulf, the French shall exercise the same but at the distance of fifteen leagues from the coast of Cape Breton. Great Britain cedes to France, to serve as a shelter for the French fishermen, the islands of St. Pierre and Miquelon; and his most Christian Majesty obliges himself, on his royal word, not to fortify the said islands, nor to erect any other buildings thereon, but merely for the convenience of the fishery; and to keep no more than fifty men for their police."

In the history of the fishery, little of importance appears from this period until the commencement of the war with America, France, and Spain, which interrupted and checked the enterprise of the fishing adventurers.

The peace of 1763 gave the French the same advantages as they enjoyed by the treaty of Fontainebleau; and the right of fishing on all the British coasts of America, was allowed to the subjects of the United States, in common with those of Great Britain.[†] In restoring to France the islands of St. Pierre and Miquelon, it was contended that they were incapable of being fortified; while it is well known that both these islands are, in an eminent degree, not only capable of being made impregnable, but that their situation commands also the entrance to the Gulf of St. Lawrence.

The following ships appear to have been exclusively employed in the Gulf

^{*} Sir William Pepperell's Journal.

fishery. In 1578, fifteen; in 1615, 150; in 1622, 170; in 1626, 150; in 1670, 102; employing 1980 men; and the value of the fish, oil, &c., taken, is stated to be 386,400*l*. In 1731, the catch of fish was equal to 200,000 quintals. The following shows the progress of succeeding years:—

BRITISH Fisheries within the Gulf of St. Lawrence, during the Eighteenth Century.

Y E A R S.	Ships.	Tonnage.	Boats.	Men.	Fish Caught.	Fish Imported.	Fish Exported.	Oil.
	number.	tons.	number.	number.	cwt.		tierces.	
1736.....	400	36,000	2000	20,000	600,000			
1765.....	397	34,548		9,836	532,512	493,654	1172	2384
1767.....	350	33,951	1823	14,092	553,310	533,620	..	2612
Average of 1772, 1773, and 1774.....	403	33,409	1911	16,873	715,079	..	2592	2666
Average of 1787, 1788, and 1789.....	402	33,408	1911	16,856	745,345	..	3390	2267

FRENCH Fisheries within the Gulf of St. Lawrence during the Eighteenth Century.

Y E A R S.	Vessels.	Tons.	Boats.	Men.	Fish caught.	Oil.
	number.	number.	number.	number.	quintals.	hogheads.
1763.....	317	39,595	....	14,312	488,790	3249
Average of 1772, 1773, and 1774.....	262	31,039	1511	14,953	304,405	3807
Average of 1787, 1788, and 1789.....	72	17,240	1275*	7,049	204,950	442 tons.

After the American revolutionary war, the fisheries of British America were prosecuted in Newfoundland with energy and perseverance.

In Nova Scotia and New Brunswick, the herring, mackarel, and gaspereau fisheries, were followed, but only on a limited scale. At Percé and Paspabiac, in the district of Gaspé, the cod fishery was carried on with spirit by two or three houses; and the salmon fishery followed at Rustigouche and at Miramichi. The cod fishery at Arichat, on the island of Madame, was pursued by the Acadian French settled there, who were supplied with provisions, salt and naval stores, by hardy and economical adventurers from Jersey. The valuable fisheries on the coasts of Nova Scotia, New Brunswick, and Prince Edward island, were, however, in a great measure overlooked or disregarded.

The last war with France drove the French again from the islands of St. Pierre and Miquelon, and from the fisheries. At the peace of Amiens, they returned again to these islands; but were scarcely established before the war was renewed, and their vessels and property seized by some of our ships on the Halifax station. This was loudly remonstrated against by the French government.

A combination of events occurred during the late war, which raised the fisheries, particularly those of Newfoundland, to an extraordinary height of prosperity.*

* In 1814, the exports were:—

1,200,000 quintals of fish, at 2 <i>l</i> . per quintal	£2,400,000
20,000 ditto of pickled codfish, at 12 <i>s</i> . ditto	12,000
6,000 tuns of cod oil, at 32 <i>l</i> . per tun.....	192,000
156,000 seal skins, at 5 <i>s</i> . per skin	39,000
4,666 tuns of seal oil, at 36 <i>l</i> . per tun.....	167,976
2,000 tierces of salmon, at 5 <i>l</i> . per tierce	10,000
1,685 barrels of mackarch, at 1 <i>l</i> . 10 <i>s</i> . per barrel	2,527
4,000 casks of caplin, sounds, and tongues	2,000
2,100 barrels of herrings, at 1 <i>l</i> . 5 <i>s</i> . per barrel	2,625
Beavers and other furs	600
Pine timber and planks	800
400 punchcons of berries	2,000
Total.....	2,611,528

Great Britain possessed, almost exclusively, the fisheries on the banks and shores of Newfoundland, Labrador, Nova Scotia, New Brunswick, and the Gulf of St. Lawrence. England enjoyed a monopoly of supplying Spain, Portugal, Madeira, different parts of the Mediterranean coasts, the West Indies, and South America, with fish; and British ships not only engrossed the profits of carrying this article of commerce to market, but secured the freights of the commodities which the different countries they went to exported. By such eminent advantages, the fishery flourished, and great gains were realised both by the merchants and ship-owners. But these individual gains were realized during a war expensive beyond precedent to the nation.

It is very remarkable that, in our treaties with France, the fisheries of North America were made a stipulation of extraordinary importance. The ministers of that power considered the value of those fisheries, not so much in a commercial view, but as essential in providing their navy with that physical strength which would enable them to cope with other nations.

The policy of the French from their first planting colonies in America, insists particularly on training seamen by means of the fisheries. In conducting their cod-fishery one-third, or at least one-fourth, of the men employed in it were "green men," or men who were never before at sea; and by this trade they bred up from 4000 to 6000 seamen annually.

Kinds of Fish most important.—The descriptions of fish that swarm round the shores, and in the bays and rivers, or that abound on the different banks on the coasts of North America, are very numerous. The following are those most commonly known:—hump-back whale, and two or three other kinds; porpoise, horse-mackarel, shark, dog-fish, sturgeon, cod, eel, haddock, ling, hake, salmon, herring, allwife, mackarel, bass, shad, pond-perch, sea-perch, sculpion, trout, scale-fish, tom-cod, halibut, flounder, smelt, caplin, and cuttle-fish or squid. The quality of the different varieties of fish may be considered nearly similar to that of the same species caught in the British seas. Some, however, think that the cod, spring-herring, and haddock are, when fresh, inferior to those in the English markets. The herring caught in spring, at which time they enter the bays to spawn, are certainly not so fat; but those taken in autumn are equally as fine. The mackarel is a very delicious fish, and of much finer flavour than those caught on the shores of Europe.

In describing the fishes that abound along the coasts of our American possessions, the tribes that are of the most importance to us, as affording food, and the means of employment to man, claim the greatest attention; and nature has, in the seas of those regions so bountifully provided for the necessities of man, as to create the tribes of fishes most useful to us, in the most abundant multitude.

The *herring* and *cod* are the most generally plentiful. The first, on which the

latter feeds, precedes it, arriving in the latter days of April or early in May, and attracts it to the shores of those countries. Then follow myriads of caplin (*salmo arcticus*), always accompanied by vast shoals of cod, which are again kept on the coasts by the multitudes of cuttle-fish (*sepia loligo*), called squid in America, which the domains of the ocean send forth. *Allwives* and *mackarel* appear periodically on the coasts, all undoubtedly governed by imperative natural laws, or what we generally explain as animal instinct.

Herrings come down in shoals from the north, and striking in upon the coasts, gulfs, and bays, appear during summer as far south as Carolina. The dog fish is one of the most voracious of the herring destroyers. The *porpoise* and various other sea monsters also follow and devour herrings.

Of the *cod*, which ranks first in commercial importance, there appears to be four kinds, although their history has not been sufficiently attended to in order to determine their relations to each other as species or varieties.

The *bank cod* (*gadus bancus*) frequents the great bank of Newfoundland and other banks at a great distance from land. It differs from the other species in its not approaching the shores, its living principally on shell-fish, its body being larger and stronger, its colour lighter, its scales and spots larger, and its flesh firmer. It resembles and is probably the same kind as the *Dogger bank cod*, brought to the London market.

The *shore cod* is nearly of the colour of the bank cod, and approaches the shores, and enters the harbours, following the smaller fish, on which it feeds. It resembles most the cod on the coasts of Britain, and it is of this kind that the greatest quantity is taken, at least during late years.

The *rock, or red cod* (*gadus calcurias*) resembles, but is generally somewhat larger than, the rock cod, or red ware codling of the Scotch coast.

The *seal-head cod*, called so from its head resembling that of a seal, is the most remarkable and the most rare kind. Other differences are observed in the cod, which may arise from the peculiarity of the coasts they frequent. The livers of the cod farther north, are smaller, and less oil is obtained from the bank cod, than from any of the other varieties. It has been calculated that upwards of 400,000,000 of cod are caught annually on the coasts of British America.

The migrations of the cod are governed by the movement of the fishes on which they feed. The herring appears along the shores and in the harbours in vast swarms, or, as they are termed, shoals, early in May, for the purpose of spawning; and they may often be discovered from the whitish colour of the water over them, which is also at times quite smooth, although blowing hard, in consequence of the oily particles thrown off with the spawn.

The cod follows the herring, and remains close to the shores for some time, and then retires two or more miles. On the coast of Newfoundland in June, and

on that of Labrador in July, the caplin brings vast swarms of cod; and in August the cuttle-fish appears, followed by its voracious enemy.

On the banks, and within the Gulf of St. Lawrence, shell-fish of various kinds are the principal food of the cod. The *haddock* (*gadus aglefinus*) is much larger than on the coast of Europe, but inferior in quality. It is frequently caught among the common cod; but seldom when the "catch" is abundant.

Herrings appear again on the coasts of America in summer and autumn, and are very fat; those caught in spring are larger, but very poor.

Allwives, or *gaspereau*, appear on the coast immediately after the herring, within the harbours of the Gulf of St. Lawrence, and on the coasts of Nova Scotia, New Brunswick, and the New England States, but never we believe at Newfoundland, or farther north. The *gaspereau* somewhat resembles the herring, or is rather in appearance, a small species of shad. The scales are stronger and larger than those of the herring, and on the belly there is a sharp scaly ridge; when fresh, this fish is rather fat, and tolerably good eating; but when salted, it becomes thin, and much inferior to herring. It answers the West India market well, to which it forms an article of export of some importance.

In April, *smelts* ascend the brooks and rivulets from the sea in vast numbers to spawn. On first arriving this delicate fish is excellent; but it soon becomes poor in fresh water. It remains in the harbour all winter, and is caught with a hook and line through the ice.

Mackarel arrive on the coast in the summer, but they are then poor. Those caught in autumn are very fat. Vast quantities are caught with seines and nets; they are also caught with a hook and line, trailing fifteen or twenty fathoms after a boat or vessel under sail.

Mackarel frequent the seas of the northern temperate zone; herrings appear first in the north, and proceed south; *mackarel* appear on the coasts of America from the south, and then swim to the north. They increase in size, plumpness, and delicacy, as they proceed north. They seldom exceed two pounds in weight. The male, or milter, is generally preferred, but the roes of the female are esteemed for *caviare*. To examine, and indeed to eat the fish, it must be newly taken; keeping a few hours renders it comparatively flabby and insipid; in salting or pickling, therefore, the processes should be commenced as soon as possible after they are caught. They are voracious, and dart at a bit of scarlet cloth, or any brilliant, or silvery bait. They follow, or rather meet, and devour herrings. In the spring, *mackarel* are nearly blind, in consequence of a film that grows over their eyes, but which wears off towards summer.

The *caplin* (*salmo arcticus*) is about six or seven inches long, and resembles a smelt in form and colour, but it has very small scales. It is delicate eating, but its chief value is as bait for cod. The masses of this fish which frequent the shores of Newfoundland and Labrador would appear incredible, were not the fact

witnessed by thousands for many years. Dense shoals of them are sometimes known to be more than fifty miles in length, and several miles broad, when they strike in upon the coast and push into the creeks and harbours. Their spawn is frequently thrown upon the beach in great quantities, which a succeeding tide or two generally carries back to the sea.

The *cuttle-fish* (*sepia*) is from six to ten inches long, molluscous, and its shape and organisation peculiar. It is generally caught with jiggers; but hundreds of tons of this fish are thrown up on the flat beaches, and the decomposition which follows produces the most intolerable effluvia. Newfoundland is also the principal resort of the cuttle-fish. It sometimes appears at Nova Scotia, Capé Breton, and occasionally at Prince Edward Island.

Salmon resort to the harbours and rivers of Labrador in great plenty, and are often abundant in many of the rivers of Newfoundland, all the rivers within the Gulf of St. Lawrence, and those of New Brunswick, Nova Scotia, and Maine are also frequented by salmon. Salmon seem to appear on the coast of America farther south than the Hudson. They are generally larger than those that appear in the English market, and are remarkably fine when in season. But, according to the statements of travellers, there are no rivers in the world which abound in larger or better salmon than those of the Oregon territory.

Shell-fish.—The varieties of shell-fish are oysters, clams, muscles, razor shell-fish, wilkes, lobsters, crabs, shrimps, &c., and equally delicious as those taken on the English, Scotch, Irish, or Norwegian shores.

There are two or three varieties of *oysters*, the largest of which is from six to twelve inches long, and as fine flavoured as those taken on the British coasts.

Eels.—Epicures consider the eels of the most delicious kind. During summer and autumn, the Indians spear them in calm nights by torch-light. The torches are made of the outer rind of the birch-tree, fixed within a slit made to receive the same, in the end of a stick about four or five feet long. When lighted, it is placed in the prow of the bark canoe of the Indian, near which he stands, with a foot on each gunwale, and in a situation so ticklish, as to require the tact of a master to prescribe his balance, which he does, however, with apparent ease. A boy, or sometimes his squaw (wife), paddles the canoe slowly along, while with a spear, the handle of which is from fifteen to twenty feet long, he is so dexterous and sharp-sighted, that he never misses the fish at which he darts it. Salmon, trout, and various other fishes, are taken in the same manner.

During winter, eels live under the mud, within the bays and rivers, in places where a long marine grass (called eel-grass) grows, the roots of which, penetrating several inches down through the mud, constitute their food. At this season they are taken in the following manner:—a round hole, about two feet in diameter, is cut through the ice over ground in which they are usually known to take up their winter quarters. The fishermen, with a five-pronged spear, attached to a handle

from twenty-five to thirty feet long, then commences, by probing the mud immediately under the hole; and by going round and round in this manner, extending on one circle of ground after another, as far as the length of the spear-handle will allow, comes in contact with the eels that lie underneath, and brings them up on the ice. Sometimes in the early part of winter we may see from fifty to sixty persons on one part of the ice fishing eels in this way. Trout, smelt, tom-cod, and perch, are caught in winter with hook and line through a hole in the ice; within the Bras d'or waters of Cape Breton, fine cod-fish are taken during winter in the same manner.

The walrus.—The walrus (frequently, but unmeaningly, called sea-horse and sea-cow) formerly resorted to the shores of the Gulf of St. Lawrence, but is now rarely seen except on the northern coast of Labrador and Hudson Bay, and occasionally at the Magdalen Islands, and near the Straits of Belle Isle.

Seals.—There are, apparently, five or six varieties of seals that frequent the coasts of America; but, with the exception of the harbour seal (*phoca vitulina*), which does not seem to be migratory, it is probable that age and accident produce the difference in size, shape, and colour, that has occasioned their being classed in varieties, as they come down promiscuously on the ice from the hyperborean regions in immense herds. They leave the polar seas with the ice, on which they appear to bring forth their young. On the ice dissolving they return again to the north. Five kinds are named in the Greenland seas, and these come down to the coasts of Labrador, Newfoundland, and the Gulf of St. Lawrence. The harp seal (*phoca Groenlandica*); the hooded seal (*phoca leonina*), and three other varieties, the square flipper, the blue seal, and the jar seal.

Herds of these, many leagues in extent, on the ice, seem to have no means of subsistence. Caplin and other substances are, it is true, occasionally found in their stomachs; but from the impossibility of their being able, often for a week, to get off the ice into the water, it is wonderful that both old and young are exceedingly fat. The flesh is very unpalatable. Many of these seals are beautifully speckled, black and white, others gray, and some blue.

Seal Fishery.—The vessels equipped for the seal fishery are from 60 to 120 tons each, with crews of from sixteen to thirty men. They are always prepared for sea, with necessary stores, fire-arms, poles to defend them from the ice, &c., before the feast of St. Patrick. Immediately after, the crews at the harbours, then frozen over, collect together, with all assistance from the shoremen, and dividing themselves into two rows on the ice, and provided with hatchets, large saws, and strong poles, fix on two lines far enough separate to allow their largest schooners to pass. Each party cuts along its respective line, and they divide the solid mass between them into squares, which are shoved with poles under the firm ice; continuing this laborious operation until a channel is open to the sea. The vessels then proceed to the field-ice, pushing their way through the openings, or

working to windward of it, until they meet it covered with vast herds of seals. Where these occur, the part on which they are is called seal meadows. These animals are surprised by the seal hunters while they are sleeping on the ice, and attacked with firelocks or with strong bludgeons, which are considered preferable. But the hunters have frequently to shoot the large ones, which will turn upon the men and make resistance. The piteous moan and cry of the young ones during the slaughter, require more than common nerves to disregard. The hooded seals will draw their hoods, which are shot-proof, over their heads.

The skins, with the fat surrounding the bodies, are stripped off together, and the scalped carcasses left on the ice. The pelts or scalps, are carried to the vessels, and packed closely in the hold ; but the weather often is such as to leave no time to scalp the seals on the ice, and the carcasses are then carried whole to the vessels.

The situation of these vessels, during the storms of snow and sleet, which they have at that season inevitably to encounter, is attended with fearful dangers. Many vessels have been crushed to pieces by the tremendous power of the ice closing on them, and their crews have also not unfrequently perished. Storms during night, among the ice, must be truly terrible ; yet the hardy Newfoundland seal hunters seem even to court those sublime and hazardous adventures.

When the vessels are loaded with scalps, or if unsuccessful, when the ice is scattered, and all, except the islands, is dissolved by the heat of the advancing summer, they return to their respective ports. Some vessels, which succeed soon after meeting the ice in filling up a cargo, make a second voyage.

The fat, or seal-blubber, is separated from the skins, cut into pieces, and put into framework vats, through which, and small boughs inside, the oil oozes on being exposed to the heat of the sun. In three or four weeks it runs rapidly off, and becomes the seal oil of commerce.

The vats for cod-oil are made of strong planks dovetailed at the ends, and strengthened with iron clamps. Whatever water is mixed with the cod-blubber, is afterwards allowed to run out by a plug-hole at the bottom, while the oil, floating on the top, runs off at different holes, and is guided into casks by leather spouts. The first that runs off is the virgin, or pale oil, and the last the brown oil. The blubber fritters are afterwards boiled in a metal cauldron to obtain the remaining oil from them.

The planters sell their seal pelts to the merchants, who manufacture the oil and ship it off in hogsheads, principally to England.*

The seal-skins are spread and salted in bulk, and afterwards packed up in bundles of five each for shipping.

Seals are still caught at Newfoundland and Labrador, on the plan first

* The water pumped out of vessels carrying oil always calms the surrounding sea ; and the sea on the banks was made smooth, it is said, during the fishing season when the bank fishery predominated.

adopted, by strong nets set across such narrow channels as they are in the habit of passing through.

Cod Fishery.—In the beginning of June, the cod-fishery commences. The bank fishing is now, from various causes, abandoned by the English to the Americans and French, although the political value of Newfoundland as a nursery for seamen depended very much upon this fishery. It was carried on by vessels, fitted out in England; and the people employed in it being the greater part of the year at sea, exposed to the weather of all seasons, cold and hot, stormy and calm, wet and dry, were consequently prepared for any hardship, and ready to encounter any danger.

The bankers, or vessels fishing on the banks, usually anchor where they find plenty of cod, which they catch with lines and hooks, or occasionally with jiggers. The operation of gutting and splitting are the same as on shore; and the fish is salted in bulk in the vessel's hold, until the cargo is completed. The fish caught on the banks are larger than those caught by the boats employed in the shore fishery, but do not look so well when cured, owing to lying so long in salt before being dried. It is, however, preferred in some markets on account of its size. At present, there are but few British vessels employed in the bank-fishery; formerly there were 600 or 700.

The boats used for the shore-fishery are of different sizes, some requiring only two hands, whilst others have four, which is the general number. It is not uncommon to observe boys and girls, when cod is plentiful, fishing in these boats. Every fisherman is provided with two lines, having to each two hooks; both lines are thrown over at the same time, one on each side of the boat, to which one man attends. The kind of bait in season used, is such as herring, mackarel, caplins, squid, and clams, and when none of these are to be had, the flesh of animals. The entrails of fish taken with jiggers, and what is found within them, is also used for bait. A jigger is a piece of lead made into the form of a small fish, with two hooks fixed in its mouth, and turned outwards in opposite directions. It is made fast to a line, and thrown over into the sea; and by jerking it up and down the hooks frequently fasten into the cod or other fish; the cod, which is probably the most voracious fish we know, also darts at and swallows the artificial fish with the hooks fastened in it; by these methods vast quantities of cod are caught. Seines are also used, by which multitudes of cod are hauled ashore in coves on the coast of Labrador.

When the boats are stationed on the fishing ground, which is sometimes within the harbours, and in the first of the season, near the shore, the men sit or stand at equal distances from the gunwales, and each attends to his own lines. So abundant are the fish at times, that a couple of cod are hooked on each line before the lead reaches the bottom, and while the one line is running out the fisherman has only to turn round and pull in the other, with a fish on each hook.

In this way they fill the boat in a very short time. If the cod be very large, it is lifted into the boat as soon as it comes to the water's edge, by a strong iron hook fixed on the end of a short pole, called a gaft. As soon as the boat is loaded, they proceed to the stage on the shore with the fish, when the operations of splitting and salting succeed. Fish should be brought to the shore within forty-eight hours, at farthest, after it is caught. When plentiful, the boats often return in two or three hours, and push away again immediately after the fish is thrown on the stage.

The stage is a building erected on posts, jutting out into the sea, far enough to allow the fishing boats to come close to its end. Generally covered over, and attached to it, or rather on the same platform, is the salt-house, in which there are one or more tables, with strong wooden stools for four important personages among the shoremen, distinguished by the expressive cognomens of cut-throat, header, splitter, and salter. The splitter is next in rank to the foreman of the fishing-rooms, who is called master-voyage, and, under him, receives most wages; the next in precedence and wages is the salter. The cut-throat and header are pretty much on a par.

The fish is thrown, with a kind of pike, upon the stage, and carried, generally by boys or women, to the long table. The business of the cut-throat, as his name implies, is to cut, with a sharp-pointed, double-edged knife, across the throat of the fish to the bone, and rip open its bowels. He then passes it quickly to the header, who, with a strong, sudden wrench, pulls off the head, and tears out the entrails, passing the fish instantaneously to the splitter, and, at the same moment, separating the liver, precipitates the head and entrails through a hole in the platform, into the sea, under the stage-floor. The splitter, with one cut, lays the fish open from head to tail, and, almost in the twinkling of an eye, with another cut takes out the sound-bone, which, if the sounds are not to be preserved, he lets fall through a hole into the sea, throwing the fish, at the same moment, with the other hand, into the trudge-barrow. Such is the amazing quickness of the operations of heading and splitting, that it is not unusual to decapitate and take out the entrails and back-bones of six fish in one minute.

When the barrow is full, it is carried away immediately to the salter, and replaced by another.

The business of the salter is most important, as the value of the whole voyage depends on his care and judgment. He takes the fish out of the barrow, one by one, spreads them, with the back undermost, in layers, sprinkling a proper quantity of salt between each. The proportion of salt necessary to cure codfish is generally estimated at the rate of one hogshead to ten or twelve quintals; but much depends on the place, and the state of the weather. More salt is used for green fish, or fish remaining long in bulk, than for fish salted on shore to be spread out to dry in a few days; and more is necessary at Labrador than at Newfoundland. Sometimes the fish is salted in vats, which requires less salt, and

also increases the weight ; but it does not look so well, nor is it so much esteemed in foreign markets.

In salting, the *bulks* must not be high, as the weight of the higher would injure the lower tiers. In bulks, the fish must remain five or six days, and in vats four or five. It is then carried in barrows, and thrown into vats or troughs full of holes, suspended from the stage in the sea. In this vat, the washer stands up to his knees among the fish and sea water, and wipes off the salt with a mop. The fish is then carried away in a barrow, and piled in a long heap, called by the unintelligible name of "water-horse," for the purpose of draining. In this state it may remain a day, before it is spread out on the flakes.

The fish then undergoes the process of drying. They are spread, heads and tails, either on hand-flakes, which are about breast high from the ground, and slightly constructed, or on broad flakes, raised on strong posts, sometimes twenty feet high, with platforms of poles laid across. The latter, as being more exposed to pure air, are considered preferable. The fish is also, at times, spread out on boughs laid on the beach or ground. In the morning, it is usually spread, with the fleshy side uppermost, and turned about mid-day, or more frequently if the weather be hot. In the evening, they are gathered into small heaps, called "fagots," which are increased in size, as the fish dries, from four or five to twenty, or more ; and, when nearly cured, made into large circular piles, much in the form of a haystack, with the upper layers always laid down, with the skin uppermost. These piles are thatched with rinds of the spruce fir, or with tarpaulins, or circular deal frames, which are pressed down with heavy stones. After remaining some time on these piles, to "sweat," as the fishermen term it, the fish is spread out again to complete the drying, and then removed into the warehouses.

As the least rain will spoil the fish, if not immediately attended to, nothing can exceed the hurry of men, women, and children, whenever showers come on ; they abandon every other engagement, and even run, if on Sunday, out of places of worship to collect the fish into fagots or piles.

The nature of the cod-fishery is truly precarious. Sometimes the cod is not equally abundant on all parts of the coast, and, in that case, the fishermen have often to go a great distance in quest of them, and, in some cases, have to split and salt their fish in the boat. The incessant labour, also, which attends the curing, leaves the shoremen scarcely time, during the season, to eat their meals, and allows them little more than four hours' sleep.

The quality of the fish is affected by the least inattention or error in curing. If the weather be hot and calm, it is affected with fly-blows, and becomes maggoty ; and a few fish of this description may contaminate a whole cargo. If too much salt have been used, the fibres break in drying, and the fish falls to pieces. In this state, it is called salt-burnt, and is unfit for market. It is

affected much in the same way when left too long exposed to the sun, without turning, and is then called sun-burnt. In damp or wet weather, putrefaction is apt to commence; it then becomes slimy; or, by the weather beating on it, when in piles, it sometimes takes a brownish colour, and is called dun-fish which, although excellent for present use, is not fit for shipping.

Previous to exportation, the fish is again spread out to dry, when it is *culled*, or sorted, into four qualities. First, the merchantable, which are those of the finest colour and quality; second, Madeira, which are nearly equal to the first; third, West India fish, the refuse of all that is sufficiently cured to stand a sea-voyage without putrifying, and which, with the greater part of the Madeira, is sent for sale to the West Indies, to feed the negroes; lastly, the broken fish, dun-fish, or whatever will not keep in warm countries, but which is in general equally good for domestic consumption: mud-fish, or green-fish, is generally understood to be codfish either wholly or partially split and pickled. The sounds are generally taken from the bones, and the tongues cut out of the heads by women and children, or old men. They are pickled in kegs. The livers of cod are put into vats or puncheons, exposed to the sun, the heat of which is sufficient to render them into oil, which is drained off, and put into casks for shipping, the remaining blubber is boiled to obtain the oil it contains.

The livers taken from the number of cod that will, when dry, make up 300 quintals, ought to produce a tun of oil; but sometimes it requires double the quantity to yield a tun, while the livers of 150 quintals have been known to produce a tun.

The shore-fishery is the most productive of both merchantable fish and oil. The northern fishery, now enjoyed by France, was carried on by the planters, by proceeding in schooners, with necessary stores and skiffs, in the northern harbours of Newfoundland, much in the same way as the fishery is at present conducted at Labrador, and the schooners sent back with the fish to the respective merchants. The last fish brought home by the vessels being, like that sent in the autumn from Labrador, green, is discharged on its arrival into vats, or troughs, attached to the stages, and the salt washed off, when it is thrown on the stage, and piled into a *water-horse* to drain before drying. The fish cured in the northerly parts of Labrador is chiefly prepared in the cold, dry air. The western fishery, carried forward on the west coast of Newfoundland, is also, by treaty, abandoned to the French.*

Whenever the planter settles his account, in the fall of the year, with his merchant, and pays the wages of his servants, he prepares for winter, laying in provisions, &c.; and in the following spring he resumes the same laborious course of employment that occupied him during the preceding year.

* There is a whale fishery on the south side of the island, carried on by pursuing the whales in boats. The whale fishery within the Gulf of St. Lawrence will be found described hereafter. See account of the district of Gaspé.

HOUSES AND FOOD OF THE NEWFOUNDLAND FISHERMEN.

The fishermen's houses are one story high, built of wood growing on the island, and covered with boards and shingles imported from Prince Edward Island, Cape Breton, Nova Scotia, or New Brunswick. It was long customary to erect the walls with upright posts stuck in the ground; but an improvement prevails by building the wooden walls on a stone foundation. Sometimes an additional building is joined called a "lean to," which is either in one room—a kind of parlour—or is divided into sleeping apartments. There is usually not more than one large fire-place, which is in the kitchen, and around which, in winter, all the inmates of the house assemble when the labours of the day are over. In the chimneys they smoke their salmon, or hang up the hams of the pigs reared in the island. On each side of the chimney there are often benches, with coops underneath for poultry, which, from the warmth of the dwellings, lay eggs all winter.

The usual diet of the people is made up of biscuit, potatoes, fish, salt pork, and bohea tea. Spruce beer is a very common and wholesome beverage, particularly for people who live much on fish and salt meat. The process of making it is simple. A few black spruce branches are chopped into small pieces, and put into a pot containing six or eight gallons of water, and boiled for several hours. The liquor is then strained and put into a cask that will contain eighteen gallons. Molasses is added in the proportion of one gallon to eighteen, a part of the grounds of the last brewing, and a few hops, if at hand, are also put in; and the cask, filled up with cold water, is left to ferment; in twenty-four hours it becomes fit for use. Spirits are frequently mixed with spruce beer to make the drink named callibogus. From the cheapness of rum, the labouring people, though by no means generally, acquire habits of drinking, which they have only resolution to resist by swearing, by the cross, or the gospel, that they will not taste rum or spirits of any kind. This act is called keggering, extending to one or more years and often for life.

The inhabitants are generally very healthy; but from living much on flesh, fish, and oily food, fevers or small pox, when imported into the island from other places, are generally fatal, and occasion great mortality. Consumptions do not appear to be so frequent as on the continent of America. The air, though raw and cold, seems to invigorate the constitutions of the people; and their strength in old age, when we consider the life of unremitting labour which they necessarily lead, is surprising: men and women at the age of eighty, are frequently observed attending the fish flakes.

The great and primary business of the people of Newfoundland is, that of pursuing and catching the inhabitants of the ocean. If habit, as it is generally allowed, becomes nature, the Newfoundlanders are naturally, from their pursuits, certainly the most adventurous and fearless men in the world. Courage and industry, which certainly prevail, are to them absolutely necessary.

The seal fishery, as it is generally termed, has only become important within the present century. It is little more than thirty years since the first vessels ventured among those formidable fields of ice that float from the northern regions during the months of March, April, and May, down to the coast of Newfoundland. Those who are acquainted with the terrific grandeur, particularly during stormy weather, of the lofty islands and mountains of ice, covering often from 200 to 300 miles of the ocean, and occasionally arrested by the coasts or shoals, will admit, that it requires more intrepidity to brave the dangers of these elements than to encounter a military fortification.

STATEMENT of the Number, Tonnage, and Crews of Vessels employed in the Seal Fishery of the Port of St. John, Newfoundland, in each Year from 1830 to 1844.

Y E A R S.	Number.	Tonnage.	Crews.	Y E A R S.	Number.	Tonnage.	Crews.
1830.....	02	6,198	1985	1838.....	110	9,700	2826
1831.....	114	8,046	2578	1839.....	76	6,447	2029
1832.....	153	11,462	3291	1840.....	75	6,190	2078
1833.....	106	8,665	2064	1841.....	72	5,965	2078
1834.....	125	11,020	2910	1842.....	74	6,035	2054
1835.....	120	11,167	2912	1843.....	106	9,625	3177
1836.....	126	11,425	2855	1844.....	121	11,088	3775
1837.....	121	10,648	2040				

STATEMENT of the Quantities and Value of the Principal Articles of Produce Exported from Newfoundland, in each Year from 1838 to 1843.

Y E A R S.	Dried Fish.		Oils.		Seal Skins.		Salmon.		Herrings.	
	Quan- tities.	Value.	Quan- tities.	Value.	Quan- tities.	Value.	Quan- tities.	Value.	Quan- tities.	Value.
1838.....	quintals.	£	gallons.	£	No	£	tierces.	£	barrels.	£
1838.....	724,315	481,049	2,173,674	240,428	375,361	30,471	4108	11,310	15,276	10,727
1839.....	865,370	508,157	2,244,262	245,269	427,501	46,336	2922	11,692	20,806	13,840
1840.....	915,795	576,245	3,200,583	305,197	631,385	39,408	3306	12,939	14,686	9,036
1841.....	1,009,725	605,011	2,673,671	266,832	417,115	29,961	3642	12,302	9,965	6,361
1842.....	1,007,980	561,950	2,262,631	233,113	344,681	23,200	4715	11,678	13,899	7,119
1843.....	936,202	532,194	3,111,312	335,975	661,370	40,407	4058	12,216	9,640	4,570

Taking the year 1843, the gross value of this portion of the exports amounts to no less than 839,260*l.*, and in 1843 to

The value of merchandize imported during the year 1842 is given officially as follows:—

C O U N T R I E S.	Value.
From Great Britain	329,137
" British Colonies { West Indies	3,963
" North America.....	87,165
" " Elsewhere	10,323
United States	112,124
" Other Foreign States	151,625
Total	694,337

LABRADOR.

Labrador Fishery.—During the fishing season, from 280 to 300 schooners proceed from Newfoundland to the different fishing stations on the coast of Labrador, where about 20,000 British subjects are employed for the season. About one-third of the schooners make two voyages, loaded with dry fish, back to Newfoundland, during the summer; and several merchant vessels proceed from Labrador with their cargoes direct to Europe, leaving generally full cargoes for the

fishing vessels to carry to Newfoundland. A considerable part of the fish of the second voyage is in a green or pickled state, and dried afterwards at Newfoundland. Eight or nine schooners from Quebec frequent the coast, having on board about eighty seamen and 100 fishermen. Some of the fish caught by them is sent to Europe, and the rest carried to Quebec; besides which they carry annually about 6000*l.* worth of furs, oil, and salmon to Canada. From Nova Scotia and New Brunswick, but chiefly from the former, 100 to 120 vessels resort to Labrador; the burden of these vessels may amount to 6000 or 7000 tons, carrying about 1200 seamen and fishermen. They generally carry the principal part of their cargoes home in a green state.

One-third of the resident inhabitants are English, Irish, or Jersey servants, left in charge of the property in the fishing rooms, and who also employ themselves in the spring and fall, catching seals in nets. The other two-thirds live constantly at Labrador, as furriers and seal-catchers, on their own account, but chiefly in the former capacity, during winter, and all are engaged in the fisheries during summer. Half of these people are Jerseymen and Canadians, most of them have families.

From 16,000 to 18,000 seals are taken at Labrador in the beginning of winter and in spring. They are very large; and the Canadians and other winter residents, are said to feast and fatten on their flesh. About 4000 of these seals are killed by the Esquimaux. The whole number caught produce 350 tuns of oil, value about 8000*l.*

There are six or seven English houses, and four or five Jersey houses, established at Labrador unconnected with Newfoundland, who export their fish and oil direct to Europe.

The quantity exported, in 1831, to the Mediterranean was about

54,000 quintals of codfish, at 10 <i>s.</i> per quintal	£27,000
1,050 tierces of salmon, at 60 <i>s.</i> per tierce	3,150

To England, about

200 tuns of cod oil	5,200
220 „ seal oil	4,880
Furs	3,150
	<hr/> 43,380

By Newfoundland houses :

27,500 quintals of codfish, at 10 <i>s.</i> per quintal	13,750
280 tierces of salmon, at 60 <i>s.</i> per tierce	840

Total direct export from Labrador 57,970

Produce sent direct to Newfoundland from Labrador :

32,120 quintals of codfish, at 10 <i>s.</i> per quintal, best quality	16,060
312,000 „ „ at 8 <i>s.</i> „ „	124,800
1,800 tuns of cod oil, at 20 <i>s.</i> per tun	36,000

Carried forward 234,830

	Brought forward	£ 234,830
Salmon, &c.		3,220
Fish, &c., sent to Canada, aboutt		12,000
Ditto, carried to Nova Scotia and New Brunswick, should be in value at least		52,000

Estimated value of the produce of Labrador, exclusive of what the Moravians }
 send to London* " } £ 302,050

The Labrador fishery has, since 1814, increased more than sixfold, principally in consequence of our fishermen being driven from the grounds now occupied by the French.

The Moravians, whose principal settlement on the coast of Labrador is at Nain, have a ship annually from London, which leaves the Thames in May or June, and arrives at Nain in July, from whence it returns in September, laden with a valuable cargo of furs, oils, &c., for London. My inquiries respecting these people have not been successful. They fixed themselves in three different harbours of Labrador, about the middle of the last century. Their intercourse with, and settlements at, Greenland, led them to this region. Their habits are simple; and the quiet and unobserved life they lead is of a nature which leaves to few in America, or elsewhere, the knowledge of their existence. Their trade is wholly with the Esquimaux, in the way of bartering coarse cloths, powder, shot, guns, and edge tools, for furs, oils, &c.

NOVA SCOTIA, CAPE BRETON, AND ST. LAWRENCE FISHERIES.

These fisheries might be carried on to any extent which a demand for supplying the markets of the world would justify. The coasts of Nova Scotia which we have already described, abound with excellent harbours, admirably adapted for carrying on the fisheries. The inhabitants about St. George's Bay, the strait of Canso, Chedabucto Bay, and the opposite shores are mostly engaged in fishing; the country near the Atlantic being generally rocky and sterile, render the fisheries the more available occupations. Many of the inhabitants of Chester, Mahon Bay, Liverpool, and Shelburne, are also engaged in the fisheries. Cod, mackarel, herring, shad, allwives, salmon, halibut, sturgeon, sole, and other kinds of fish frequent the coast, and exclusive of gypsum, coal, and timber, the exports of Nova Scotia consist nearly altogether of the produce of the fisheries.

The cod and herring fisheries of Prince Edward's Island, which might be greatly increased, have, in consequence of the superior agricultural advantages of that colony, been chiefly confined to fishing for domestic use; and the same remark applies, with some exceptions, to the opposite shores of Nova Scotia and New Brunswick within the Gulf of St. Lawrence.

Within the Bay de Chaleur there have long been fishing establishments,

* These statements are made at the most depressed prices, and not at the average prices, which would increase the gross value to 342,400*l*. The Americans of the United States had, in the year 1829, about 500 vessels and 1500 men employed on the coast, and their catch amounted to 1,100,000 quintals of fish, and about 3000 tuns of oil; value altogether about 610,000*l*.

and the cod fisheries at Gaspé, Perée, Paspabiac, Shippigan, Caraquette, and other places; the salmon fishery in the river Rustigouche was formerly carried on at a profit and to a considerable extent.

BAY DE CHALEUR FISHERIES.—Two miles below Carlisle is the settlement of Paspabiac, inhabited chiefly by Acadian French, who employ themselves principally in fishing. There are, also, several people from Jersey, attached to the highly respectable fishing establishment of Messrs. Robins and Co. The harbour, or lagoon of Paspabiac admits only very small schooners and boats; but ships and large schooners ride safely at anchor in the road. The fish stores, flakes, &c., are ranged along a very fine beach, where the people connected with the fisheries are incessantly employed during the summer and autumn; in winter they retire back near the woods. Messrs. Robins' establishment was formed, I believe, about sixty years ago, by the elder partner and parent of the firm; and its admirable plan of systematic management, the essential characteristics of which are ceaseless industry, frugality, and prudent caution, and particularly in having no one engaged about the business that is not usefully or productively employed, has long secured to it the most solid prosperity. During summer, their ships, ten, or often more, in number, are moored in the road, with their top-masts and yards lowered, and the whole, I believe, given in charge to one master and his crew, while the other masters with their crews, are despatched in shallops to various parts of the bay, either to fish, or collect the cured fish from the fishermen who receive their supplies from Messrs. Robins and Co. In autumn, the ships depart with full cargoes of the best fish for ports in Portugal, Spain, and within the Mediterranean. They have, also, a ship-building establishment, where they have built a ship annually,* principally of larch. They are remarkably durable ships.

GULF OF ST. LAWRENCE WHALE FISHERY.—The whales caught within the Gulf of St. Lawrence are those called "humpbacks," which yield, on an average, about three tuns of oil; some have been taken seventy feet long, which produced eight tuns. The mode of taking them is somewhat different from that followed by the Greenland fishers; and the Gaspé fishermen first acquired an acquaintance with it from the people of Nantucket. An active man, accustomed to boats and schooners, may become fully acquainted with every thing connected with this fishery in one season. The vessels best adapted for the purpose are schooners, of from seventy to eighty tons burden, manned with a crew of eight men, including the master. Each schooner requires two boats, about twenty feet long, built narrow and sharp, and with *pink* sterns; and 220 fathoms of line are necessary in each boat, with spare harpoons and lances. The men row towards the whale, and, when they are very near, use paddles, which make less noise than oars. Whales

* One of those vessels which I saw moored in 1824, among the small fleet of Messrs. Robins in the bay De Chaleur, I went on board of afterwards, in 1839, in the port of Messina, where the vessel, then more than thirty years old, and perfectly sound, was discharging, in excellent condition, a cargo of dry codfish to feed the Sicilians.

are sometimes taken fifteen minutes after they are struck with the harpoon. The Gaspé fishermen never go out in quest of them until some of the small ones, which enter the bay about the beginning of June, appear; these swim too fast to be easily harpooned, and are not, besides, worth the trouble. The large whales are taken off the entrance of Gaspé bay, on each side of the island of Anticosti, and up the river St. Lawrence, as far as Bique.

With respect to the present state of the Gulf of St. Lawrence fisheries, the following extracts contain our latest information:—

“ I intended to begin with the salmon fishery, its *decrease*, and the *causes thereof*; but at present I shall content myself by merely calling your attention to the lamentable state that valuable branch of industry is in at present, when contrasted with what it was formerly, when the Bay de Chaleur and its prolific rivers enabled us to export annually *thousands* of barrels; but now, unfortunately, a few *hundreds* is the maximum; all this occasioned by want of *proper* legislative regulations, but which, owing to the locality, requires *corresponding* enactments in the sister colony of New Brunswick. I have been engaged in the trade myself, and know a little on the subject.

“ But, although the salmon fishery is of importance, the cod fishery is far more so, and to it I respectfully solicit your attention, whilst I attempt to point out the causes of its present decline on our shores, and which will, sooner or later, totally prove its destruction; for it is a lamentable fact, that in the upper part of the Bay de Chaleur, the cod fishery is each year decreasing; and where, a few years ago, abundance were taken, it is with difficulty the inhabitants *now* can catch enough for their winter supply. The numerous large deserted sheds and buildings going to ruin at Carleton, Maria, New Richmond, Bonaventure, and other places, is a convincing proof; and even at present, in the lower part of the bay, the fishery has so decreased, that the fishermen are compelled to go out to the *banks* in open boats, whereby many lives are annually lost, the poverty of the inhabitants not allowing them to build larger, and, consequently, more expensive vessels, in order to follow the fish to its deep water recesses; so that, in a very short period, I apprehend the shore fishery will be only remembered.

“ The cause thereof is, the codfish are necessitated to desert our shores in consequence of the *destruction* of their *proper* and *natural* food, mackarel, herring, and caplin. The former, our neighbours, the Americans, have taken under their special protection, and we take immense quantities of the latter, not for eating, selling, or for bait, but for *manuring* our lands. I have known upwards of 500 barrels of caplin *taken in one tide, expressly* for that purpose, and have seen near 1000 barrels of herrings lying rotting on the beaches, having been caught, and never taken away; and, in the Bay de Chaleur, it has been remarked, that as *agriculture advances, fishery recedes*, owing to the causes above stated. The fishermen are well aware of this, and, at one of the general meetings under the Municipal Ordinance, endeavoured to make some regulations, and, by a petition to their warden, himself a fisherman, requested him to enforce them; but unfortunately, although he possessed the *will*, he had not the *power* to do so. The grand jury, also, in one of their presentments, besought the interference of the legislature, but as yet nothing has been done.”—*Letter addressed to the Members of the Canadian Legislature*.

Notes on the St. Lawrence fisheries, by Captain R. Fair, Royal Navy, lately commanding her Majesty's ship, *Champion*:—

“ On the 21st of April, 1839, having arrived at the southern entrance of the Gut of Canso, we anchored in Inhabitation bay. This is a very spacious and well sheltered bay, of considerable extent, with excellent holding ground, from eight to nine fathoms water.

“ There appears to be but little fishing carried on in this immediate neighbourhood. American fishing schooners, a great number of which passing through the gut, frequently stop to wood and water on the Canso shore; and I understand that many of the inhabitants (young men) enter on board of these vessels for the fishing season, receiving about twelve dollars per month, and in many instances, are induced to continue for the voyage, and, finally leave Nova Scotia for the United States.

"It was not until the 29th of April, that the gut was sufficiently clear of ice to admit of our proceeding to the northward, when we got under way and ran through. Thence cruising through the Northumberland straits, and running along the coast of Miramichi, the Island of Shippingham and Miscou, we arrived in Gaspé bay, on the 3rd of May, and anchored abreast of Douglas town.

"We left Gaspé bay on the 9th, and passing by the fishing establishment of St. Peter's, Malbay, and Percée, anchored at Paspabiac (Bay of Chaleur) on the 10th May.

"This is by far the most important and most extensive fishing establishment in the gulf. It belongs to the firm of Robins and Co., who have very extensive stores at this place, they build ships of considerable burden, and send them, loaded with fish, to all parts of the world; their chief markets are the Brazils and Naples. They employ in the trade from this place, four ships, three brigs, and one schooner, amounting to about 1500 tons—their crews about 150 men.

"The fishing on this coast is entirely carried on in small boats, with two men in each, who, every evening, return on shore,* when the fish is landed and cured. At the close of the summer fishing season (from the 8th to the 15th of August) all the fish caught at the several establishments, and along the coast, is brought in, and laden on board the different ships.

"After having ascertained the period when the fishing would commence on the coast, we left the Bay of Chaleur, and proceeded towards the Magdalen islands, where we arrived, and anchored in Pleasant bay on the 19th of May.

"We found the herring fishing had commenced, and in active operation in the several parts of the bay (chiefly in the little harbours of Amherst and House Harbour) by about 146 sail of American fishing schooners, of from sixty to eighty tons, and each carrying seven or eight men. Among them, were not more than seven vessels belonging to the British possessions, and they, chiefly from Arichat.

"The quantity of herrings was very great,* exceeding that of any former year; and the expertness and perseverance of the American fishermen, were far beyond that of the Arichat men. It is computed that the American fishing schooners average nearly 700 barrels each, and the barrel is valued at one pound sterling, making for the 146 sail, then in the bay, a presumed product of 100,000 barrels, value 100,000*l.* sterling; the tonnage employed, about 10,000; and the number of men, about 1000.

"We remained at the Magdalens† until the 27th of May, in which time several of the American vessels, having completed their cargoes, had sailed for their respective ports.

"Leaving the Magdalens, we touched at Pictou. There is no fishing carried on at Pictou. The country around, being agricultural, is rapidly improving; and the quick intercourse by steam with Prince Edward's island, promises to be of great advantage.

"We sailed from Pictou on the 3rd of June, and coasting around the east end of Prince Edward's island, again visited the bays Chaleur and Gaspé, and the coasts adjoining; and stretching over to Anticosti, landed on the east end, and examined the new lighthouse lately erected on Heath point: it was commenced in June, 1831, and finished in September, 1835. A few fishing shallops belonging to the Magdalens, were fishing off the east end, where they found cod in great abundance, and of excellent quality.

"Quitting Anticosti, we stood over for the Labrador coast, and on the evening of the 17th of June made Mount Isle. We cruised along the shore, westward, without meeting with a single sail, experiencing light baffling wind and thick weather, the current strong, and of uncertain direction. On the 22nd, we anchored in Mingan harbour. This is a safe, but very confined anchorage, there not being room in it sufficient for a vessel to lie at single anchor. The tide or current runs strong, and it requires a leading wind to enter or depart from it. Mingan is the principal establishment of the Hudson's Bay Company on this coast; and its outposts extend westward to the river St. John, and eastward to the Masquara, some distance from Mount Isle. The agent's house and storehouses are

* So plentiful are the herrings, that they are lifted out of the water into a boat, merely dipping it into the sea alongside as fast as it can be done.

† A curious anomaly exists in the government of these islands: they are under the jurisdiction of the Governor of Canada, at Quebec, from which place they are cut off, nearly half of the year, while they are open to Nova Scotia at all times.

situated close to the beach, and abreast of the anchorage. Mingan, although the first and most extensive establishment on the coast, does not appear to be of very great importance. The amount, or value of furs annually collected, does not exceed 4000*l.* sterling, and the salmon fishery is productive to about the same amount. It is said that the animals, as well as the Indian hunters, are rapidly decreasing. The salmon fishing at the several rivers, is carried on by two or three men (at most) at each river, except at Natishquan, which is their best and largest fishery: here seven men are stationed during the summer months, and their usual take, or catch, is about 180 tierces. Towards the end of July, all those men, with the produce of their labours, are taken up by the company's tender to Mingan, and thence to Quebec, the general depôt. The agent, and six or seven persons with him, remained at Mingan during the winter; but along the shore, or near the coast, there are no inhabitants, either Europeans or Indians.

"We sailed from Mingan on the 26th of June, and running along the western shore, passed the river St. John, and on the 28th, anchored in the Bay of Seven Islands. From this point, they fish only two rivers; and the quantity of salmon taken is very small, in fact, the produce of the establishments, has not, for several years, covered the expenses.

"On the 30th of June, we sailed from the Bay of Seven Islands, and continued to coast along the Labrador shore eastward, passed the Mingan islands, occasionally stretching over towards the Island of Anticosti. Along the shore eastward of the Mingan islands, the most striking and remarkable objects are the storehouses and flagstaff, at the entrance of the River Nabaysipie. Eastward of Nabaysipie, are some small islets, which afford protection to an anchorage for small vessels—it is called Little Natishquan. In this anchorage we found five shallops from the Magdalens, and a small French schooner from Miquelon, forced in, according to the master's statement, by the severity of the weather.

"Off this part of the coast is excellent cod fishing, and at times the Americans resort to this neighbourhood, but none have been seen here this year.

"In cruising near the east end of Prince Edward's island, and running along the shores, we observed a great number of American fishing vessels, but none *near* the shore, nor was there a single case which called for our interference, or where it was necessary even to recommend caution—on the contrary, the Americans say that a privilege has been granted to them, and that they will not abuse it. Between the east end of Prince Edward's island, to within seven leagues of the Bay of Chaleur, we passed through a fleet of from 600 to 700 sail of American fishing schooners, all cod fishing; it had not been a fortunate season for them, and great numbers had gone towards the Straits of Bell Isle for better success.

"The house of Janverin & Co, at Gaspé, exported in the year 1836 from 15,000 to 20,000 quintals of codfish, chiefly for the Brazils and South America. Other minor establishments export largely also—perhaps from Gaspé and its neighbourhood, the whole export may be about 40,000 quintals.

"From Gaspé we again stood over towards the Magdalen islands, but in crossing the Bradelle bank, where we had so lately seen above 500 fishing schooners, we did not meet with more than ten sail."

There are salmon fisheries on the coast of Labrador within the Gulf of St. Lawrence, and excellent salmon is caught in the various streams which fall into the St. Lawrence chiefly on the north side, especially in and east of the Saguhny river. Codfish is caught also at Grand Etang and several other places above Gaspé.

GASPE COMPANY.—A Company has lately been incorporated for fishing and other projects in the district of Gaspé, Lower Canada. As to the success of the company in the fishing branch of its project, and which we consider by far the most important, all will depend on judicious management. The most abundant cod-fishing banks, and shores, in the world are not excelled by those within the Gulf of St. Lawrence.

Extract from a recent official report on the "Fisheries of Nova Scotia."

"It is well known that the waters which lave our shores teem with the various species

of the finny tribe, and afford an inexhaustible mine of wealth to the industry of the fishermen. Probably in no part of the world are they surpassed, and, indeed, they form the envy of the surrounding nations. The extent to which they might be rendered productive is almost beyond any thing of which we at present have an idea. The Americans well appreciate the value of this trade, and the extent to which they carry it on at our very doors should teach us its importance. In 1837, which is the last year for which we have any return, the state of Massachusetts alone employed 1290 vessels in the cod and mackerel fishery, of the total burden of 76,089 tons. By these were employed 11,149 persons, by whom were taken 510,554 quintals of codfish, and 234,059 barrels of mackerel, valued at 3,203,559 dollars, or over 800,000*l*. From 700 to 800 vessels are said annually to pass through the Gut of Canso, which usually return home with large cargoes taken at our very doors. There is always a great deal said about their encroachments, and we are apt to blame them that our fisheries are not more productive than they are, and instead of engaging all our energies to compete with them, we are employing a host of revenue cutters, &c., to drive them from our shores. Every body must see that the Americans are placed under many disadvantages for prosecuting the fisheries in British waters, and that if proper enterprise were employed, our advantageous position would enable us not only to compete with them successfully, but also to drive them from our shores by underselling them in their own markets. But we find that they almost entirely monopolise our deep-sea fishery, while we look idly on, and grumble at their success. We are aware that the Americans impose a high duty upon our fish and other products, and that in the United States market they have in this respect a great advantage over the Nova Scotia fishermen; but these are necessary to the very existence of the American trade, and with all their bounties, duties, &c., we could compete with them in their own markets. As it is, large quantities are already exported thither, and this is rapidly increasing.

"That the fisheries are probably the most important branch of industry which Nova Scotia possesses, will be evident from a slight examination of the subject. Much of the land lying on the sea-coast is entirely unfit for the purposes of agriculture, and yet there are parts on which the ocean pours her wealth in the greatest abundance. Although we are of opinion that the fisheries of Nova Scotia have never been carried to their full extent, yet their amount at the present moment is sufficient to show their importance as a source of national wealth.

"In 1840, as appears from official returns to the house of assembly, and published in the report of the committee on deep-sea fishery, the *exports* consisted of 327,026 quintals of dry fish; 71,676 barrels, 1147 tierces, and 3643 kits of pickled fish; 27,755 boxes of smoked fish; 2553 barrels and 4661 casks of oil; and 17,735 seal skins—the value of which exceeded 500,000*l*., and the taking of which employed 60,000 tons of shipping; besides which there is the home consumption, amounting to nearly the same sum. It will thus be seen that the produce of the fisheries is one of our staple commodities, and the chief support of our foreign commerce.

"The committee on the fisheries, in the report to the house of assembly in 1843, says, that 'from returns laid before them it is apparent that in the eastern fishery, from the entrance of the Strait of Canso (that is, eastward of Halifax), including the island of Cape Breton, the inhabitants of Nova Scotia engaged as operative fishermen equal 5000 men, having upwards of 120 shallops and 1700 boats; and computing that an equal number are employed in the western and other fisheries of the province, an aggregate of 10,000 fishermen, 240 or 250 shallops, and 3400 boats, may be assumed as a fair statement of the fishing interest of Nova Scotia.' The same report says, that in the eastern fishery there are 10,000 nets employed, equal to 65,000*l*. in value. These calculations are small, and at any rate they exhibit the trade as not by any means so great as it should be.

"The facts we have now brought forward show the importance of this trade to the province, and we regret that it does not receive more attention than it has hitherto done. In the present depressed state of our provincial resources, it would be well to direct more of our energies to this branch of industry. The extent to which the inhabitants of the north-eastern province have been engaged in *ship building* has distracted our attention from it, and it must be allowed that we have not exhibited the same enterprise in this pursuit which our neighbours in the western parts of the province have done, and which our vicinity to the fishing-ground would enable us to exercise. *It is well known that large numbers of*

fish of various sorts, codfish, herring, mackarel, &c., annually visit the shores of this country, while scarcely any effort is made to turn them to advantage; and we have not the least doubt that some hundreds of industrious fishermen might be employed along this coast, by embracing the resources which nature has placed at our disposal."

According to the provincial returns, the exports of the produce of the fisheries from Nova Scotia were, during the present century, as follow, viz. :—

Taking the averages of the years 1805, 1806, and 1807, there were exported annually 81,191 quintals of dried fish, 43,299 barrels of pickled fish, 10,410 boxes of smoked fish, besides 652 smoked fish, such as salmon, &c.

In 1815, 1816, and 1817, 152,698 quintals of dried fish, 40,205 barrels and 170 kegs of pickled fish, 5675 boxes of smoked fish, and 379 smoked fish.

PRODUCE of the Fisheries Exported from Nova Scotia in the Year ending the 5th of January, 1833.

		£	s.	d.
160,640	Cwts. of dry fish at 10s.	80,320	0	0
37,154	Barrels of pickled fish „ 15s.	27,865	10	0
3,641	Boxes of smoked herrings „ 3s.	11,296	3	0
704	Tuns of oil „ 20l.	4,080	0	0
51,918	Seal-skins „ 1s. 6d.	3,893	17	0
Total		127,455	10	0

The number of ships employed in the trade was 570, and 640 boats.

In 1836, the shipments of cod, herrings, mackarel, salmon, and fish-oil, amounted to 186,908l., viz., 262,245 quintals of dry fish, 47,517 barrels of pickled fish, and 490 tuns of fish oil.

In 1837, Nova Scotia exported 427,140 quintals of dry fish, and 64,803 barrels of pickled fish. The value of the exports of fish in 1837, was 181,961l.; this was chiefly dry cod, but embraced, likewise, a considerable quantity of salmon, mackarel, and herrings.

In 1838, 434,309 quintals of dry fish, and 94,855 barrels of pickled fish.

From returns made in 1840, the produce of the fisheries was estimated at 274,810l. sterling, viz., 327,501 quintals of dry fish, and 66,417 barrels of pickled fish.

In 1837, Halifax exported of the above quantity of dry fish, 190,486 quintals; pickled fish, 28,646 barrels.—In 1838, dry fish, 201,826 quintals; pickled fish, 43,438 barrels.—In 1839, dry fish, 251,092 quintals; pickled fish 51,035 barrels; while the custom-house returns from Arichat and Sydney, in the island of Cape Breton, show the exportation to be 41,328 quintals of dry fish, 10,794 barrels of pickled fish, 270 casks of oil; and the following quantities are fair estimates of the catch in other parts of Cape Breton, where no customs'-officers are stationed:—Strait of Canso, 2500; Port Hood, 500; Mahon, 2000; Marguerite, 5000; Cheticamp, 8000; Bay of St. Lawrence, 3000; Cape North, 4000; Inganiche and Low Point, 8000; Bras d'Or, 3000; Mainadieu, 4000; Louisburg, 5000; l'Ardoise, 6000; making 51,000—clearly evincing that this valuable branch of industry, under every disadvantage, is furnishing an export equal to one million

annually ; while the internal consumption of the province, with a population exceeding 200,000, may be fairly estimated at 300,000 quintals.

The island of Cape Breton is admirably suited for the fisheries. St. Ann's, the Great Bras d'Or inlet, Sydney, and Louisburg harbours, afford excellent and safe seaports in the neighbourhood of the fishing banks.

A small variety of herrings, exceedingly fat and delicious, frequent the shores of the Bay of Fundy in May ; and, about the end of the month, enter Annapolis Basin, where, on the shore of Clements, they have been caught in amazing quantities. They are usually smoked, or cured as red herrings, and packed up in boxes which hold each half a bushel, and contain about 200. A hundred thousand boxes of these have been exported during some years, but they are said not to be so plentiful as formerly.

In May, herrings of large size, full of spawn, arrive in nearly all the harbours of Nova Scotia, New Brunswick, Cape Breton, and the Gulf of St. Lawrence ; but these, although taken in great quantities, are poor, and not much esteemed. The spring mackarel are also lean, and not much valued, although they keep better than others in hot climates.

The fall herrings and mackarel are exceedingly fat, and much esteemed. The regulations, by legislative enactment, for inspecting the quality of fish packed up in the province, which must all be in new casks, have, although, complained of at first, established the preference for the pickled fish of Nova Scotia in foreign markets.

Crow harbour, and Fox island, both near each other, and within Chedebucto bay, have always (especially in autumn) been the great resort of mackarel and herrings. Nets are sometimes used, but the great bulk of the fish is caught with seines. These places, while the fishing season lasts, are generally the scenes of the most lawless disorder and licentiousness, occasioned by the violence of the fishermen contending for the best places to haul their seines ashore ; the pillaging of the fish ; the selling and drinking of rum ; the smuggling of goods by the Americans ; the exactions of those who possess the lands bordering on the shores ; and often from the mere spirit of spoliation and mischief. A ship of war has been occasionally sent round from Halifax to preserve some sort of order among the multitudes of men, boats, and schooners, that resort to these harbours, and certainly these fisheries, from their great importance, require protection, and the establishment of regularity for their governance. We are informed that within the last few years, mackarel have not been so plentiful, or that they have rather deserted the above resorts.

A novel method of catching mackarel was some time ago discovered by the fertile genius of the Americans. This method is, simply, on arriving over the fishing grounds, to cut up, in very small pieces, a quantity of old pickled herring, or mackarel, for the mincing of which the Americans have also invented an in-

strument, and, on scattering the same in the sea, round the vessel, myriads of mackarel appear near the surface, when they are caught, as fast as they can be taken in, with a rod and line, the hook being baited with a small piece of shark or mackarel. Sprinkling salt on the surface of the water is said to have the same effect, but it is more expensive.

The whale fishery, which was carried on formerly with spirit from Halifax, was revived some years ago, chiefly by the enterprising house of Samuel Cunard and Co., when two ships were fitted out, one for the Pacific, and one for the Brudrel bank, and, among the crews, were sixty young men, natives of the province. The success of these and other whaling ships has been extremely variable, occasionally successful, and at other times probably carried on with much more loss than profit. Nova Scotia is certainly as well situated for the whale fishery as the United States.

FISHERIES OF NEW BRUNSWICK.

The cod fisheries of this province are carried on chiefly within the Gulf of St. Lawrence, at Shippegan, and Caraguette, within the Bay de Chaleur, and to a moderate extent within the Bay of Fundy.

The salmon fishery at the mouth of the river St. John's, has often been very productive. The shore is divided into lots, and these are drawn for every spring by the freemen of the city, the most valuable being worth about 200 dollars per annum. During the month of June, from 500 to 1000 salmon are taken daily, and the price varies from fifty to sixty cents a piece. There is an excellent fish market at St. John's, which is supplied at all seasons of the year with the different kinds of fish taken in the bay.

The whale fishery, began a few years ago, is said to have been profitable. In May, 1841, the St. John's Mechanics' Whale Fishing Company declared a dividend of twenty per cent, and in 1843 the company declared a dividend of 20s. a share equal to about fourteen per cent—on 7l. 4s. paid up capital. These dividends prove the company to be in a prosperous condition and must be highly encouraging.

The value of exports from New Brunswick in 1837, include 34,677l. for train oil, and 30,550l. for fish, chiefly dry cod, the whole of which was shipped, chiefly, to Britain and the West Indies.

Comparative statement of the quantities and descriptions of fish, exported from St. John's, New Brunswick, during the quarters between the 5th of July and 10th of October, 1841 and 1842, respectively.

PRODUCE.	1841	1842
Allwicks	2368 barrels.....	3601 barrels.
Pickled herrings	516 barrels.....	519 barrels.
Dry fish.....	21 casks and {	227 casks and {
Soused salmon.....	10 boxes, {	548 boxes, {
Smoked salmon.....	845 kitta {	718 kitta. {
Pickled salmon.....	138 boxes	118 boxes.
Smoked herrings.....	6 half-barrels.	85 barrels.
Pickled mackarel.....	2400 boxes	1853 boxes.
Pickled shad	9 barrels.....	13 barrels.
	192 kitta	100 kitta.

The produce of the fisheries was valued, in the three years 1832 to 1834, as under :—

PRODUCE.	1832	1833	1834
	£	£	£
Cod fish	28,231	27,536	46,337
Salmon	2,468	723	2,397
Herrings	1,032	318	489
Mackarel	212	91	382
Allwives	290	325	
Fish oil	1,038	2,290	1,560
Total	33,291	31,283	51,165

The produce of the fisheries in the country of Gaspé and the Magdalen islands, in 1836, consisted of—cod, 100,542 cwts. ; cod oil, 37,162 gallons ; whale oil, 25,120 gallons ; besides salmon and other fish, the whole amounting in value to 86,624*l*.

The future success of the British American fisheries must depend upon markets. Those of Europe are not, at least for several years, likely to increase the demand for salted or cured fish. The cause of diminished use of fish being the relaxations daily increasing in the abstinence from eating meat on fast days, and during Lent, in Catholic countries.

CHAPTER IX.

FISHERIES OF THE UNITED STATES.

THE inhabitants of Massachusetts and of the other New England states began to carry on the fisheries, first, along the adjacent shores, and afterwards on the banks and coasts of Newfoundland and Nova Scotia. According to Mr. Pitkin's statements, before the revolutionary war, about 4000 of the inhabitants were employed chiefly in schooners and small craft, measuring about 20,000 tons. The average quantity of fish caught was about 350,000 quintals, value about 200,000*l*. When England acknowledged the independence of the old provinces, it was stipulated,

“ By the 3rd article of the treaty of peace, between the United States and Great Britain, in 1783, ‘ that the people of the United States shall continue to enjoy unmolested the *right* to take fish of every kind, on the grand bank, and on all other banks of Newfoundland ; also, in the Gulf of St. Lawrence, and at all other places, in the sea, where the inhabitants of both countries used any time to fish ; that the inhabitants of the United States shall have *liberty* to take fish of any kind on such part of the coast of Newfoundland, as the British shall use (but not to cure or dry them on the island) ; and, also, on the coasts, bays, and creeks of all other his Britannic Majesty's dominions in America ; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks of Nova Scotia, Magdalen islands, and Labrador, so long as the same shall remain unsettled ; but so soon as the same, or either of them, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement, without a previous agreement for that purpose with the inhabitants, proprietors, or possessors of the ground.’ ”

"For this favourable article," says Mr. Pitkin, "in relation to the fisheries, as in the case of the boundaries, the Americans were indebted to the firmness of their negotiators, and particularly Mr. Adams, who knew their value and importance to his countrymen. The British negotiators, for a long time, refused their assent to this article, and particularly to that part relating to the coast fishery, and which acknowledged the *right* of the Americans to take fish, on the grand banks, &c., and at last insisted on inserting the word *liberty*, instead of *right*. Upon this, Mr. Adams grew warm, and declared to the British negotiators, he would put his hand to no articles, without satisfaction about the fisheries; he asked, 'whether there was, or could be, a clearer right? In former treaties,' he said, 'that of Utrecht, and that of Paris, France and England have claimed the right, and used the word. When God Almighty made the banks of Newfoundland, at 300 leagues distance from the people of America, and at 600 leagues distance from those of France and England, did He not give as good a right to the former, as to the latter? If Heaven, in the creation, gave a right, it is ours, at least, as much as yours; if occupation, use, and possession give a right, we have it as clearly as you; if war, and blood, and treasure give a right, ours is as good as yours.

"We have certainly been fighting in Canada, Cape Breton, and Nova Scotia, for the defence of this fishery, and have expended, beyond all proportion, more than you; if, then, the right cannot be denied, why should it not be acknowledged, and put out of dispute? Why should we leave room for illiterate fishermen to wrangle and chicanery?" The British negotiators finally yielded this last point, and agreed to the article.

"The New England cod-fishery was nearly extinguished during the war of the revolution. It recommenced at the peace of 1783, but does not seem to have prospered, for, in 1790, the legislature of Massachusetts represented to Congress the embarrassed state of this fishery.† In consequence of a report made by the secretary of state, 'a bounty was granted by the general government, on the exportation of salted fish, by way of drawback of the duty on imported salt; and afterwards an allowance in money was made to vessels employed for a certain number of months in this fishery. From this encouragement, and the happy effects upon trade and commerce, produced by the establishment of the general government, the cod-fishery increased until the commencement of the embargo and commercial restrictions, in 1808, and the war between the United States and Great Britain, which followed. The British government considered the shore fishery, as it was called, as a *privilege*, granted at the peace of 1783, and which was forfeited or done away, in consequence of this war, and, therefore, refused to re-grant it without an equivalent. In the negotiations for peace, some of the American commissioners were disposed to renew to the British the right of navigating the Mississippi, as an equivalent for the shore fishery, but a majority of them were opposed to it; and the Treaty of Ghent, and the commercial convention which immediately followed, were both silent on the subject of the fisheries.'"—*Pitkin*.

* Diplomatic Correspondence, vol. 6, pages 493 and 495.

† "In 1790, the Marblehead fishermen petitioned to Congress for relief. In their petition they gave an exact statement of the earnings and expenses of the fishing schooners of that town for the three years preceding. For the year 1787, each schooner earned 483 dollars, while, in 1788, each earned 456 dollars, and, in 1790, only 273 dollars. The annual average of expenses, including insurance, was 416 dollars, thus showing a gain of sixty-seven dollars for the first of these three years, of forty dollars for the second, and a loss of 143 dollars for the third year. It is estimated, that the duty paid on articles necessary for a vessel of sixty-five tons, and eleven men, amounted annually to 138 dollars. The amount of duty on molasses was set down at ninety-nine cents, while that on rum was just fourteen dollars! This petition, as well as others of the same nature, were referred to Mr. Jefferson, then secretary of state, whose report, the next year, may be regarded among our most able state papers. But that report concluded with an explicit recommendation, 'that the fisheries are not to draw support from the treasury.' In 1807, four vessels were fitted out at Newburyport, for the Labrador cod-fishery. These were the first vessels from the United States, that made their fares in the Esquimaux bay."—*Newburyport Herald*.

STATE of the Cod Fishery of Massachusetts.

TOWNS.	FROM 1765 TO 1775.					FROM 1786 TO 1790, INCLUSIVE.				
	Vessels annually.	Tonnage	Seamen.	Quintals to Europe at 3 dls. 5 cts.	Quintals to West Indies at 2 dls. 0 cts.	Vessels annually.	Tonnage	Seamen.	Quintals to Europe at 3 dls.	Quintals to West Indies at 2 dls.
Marblehead	150	7,500	1250	80,000	40,000	90	5,400	720	50,000	25,000
Gloucester	146	5,530	888	35,000	42,500	160	3,600	680	19,500	28,000
Manchester	25	1,500	200	10,000	10,000	15	900	120	3,000	7,500
Beverly	15	750	120	0,000	6,000	19	1,235	187	5,200	10,000
Salem	30	1,500	240	12,000	12,000	20	1,300	160	6,000	10,000
Newburyport	10	400	60	2,000	2,000	10	460	80	1,800	5,000
Ipswich	50	900	190	8,000	5,500	56	860	244	3,000	6,000
Plymouth	60	2,400	420	8,000	16,000	36	1,440	252	6,000	12,000
Cohasset	6	240	42	800	1,600	5	200	35	1,000	1,500
Hingham	6	240	42	800	1,600	4	180	32	800	1,200
Scituate	10	400	70	1,000	3,000	2	90	16	400	600
Duxborough	4	100	28	400	1,200	9	360	72	1,500	3,000
Kingston	6	240	42	800	1,600	4	160	28	700	1,300
Yarmouth	30	900	180	3,000	6,000	30	900	180	2,000	10,000
Wellfleet	3	90	21	300	600					
Truro	10	400	80	1,000	3,000					
Provincetown	4	160	32	500	1,100	11	550	88	3,000	5,200
Chatham	30	900	240	4,000	8,000	30	900	240	3,000	9,000
Nantucket	8	320	64	1,000	2,200	5	200	40	500	1,500
Maine	60	1,000	230	4,000	8,000	30	300	120	1,000	3,500
Weymouth	2	100	16	200	600	3	150	24	1,000	1,250
Total	665	25,630	4405	178,800	172,500	539	19,185	3202	108,000	141,550

"Some United States vessels, which attempted to carry on the cod-fishery on the British colonial shores, as they had been accustomed to do under the treaty of 1783, were seized by British cruisers; but, by the convention of October 20th, 1818, it was agreed, 'that the inhabitants of the United States, in common with those of Great Britain, should have the liberty to take fish on that part of the southern coast of Newfoundland, extending from Cape Ray to the Rameau islands on the western and northern coast of Newfoundland, from Cape Ray to the Qaiepen islands; on the shores of the Magdalen islands, and also on the coasts, bays, harbours, and creeks, from Mount Jolly, on the south of Labrador, to and through the Straits of Bellisle, and thence northerly indefinitely along the coast; but without prejudice to the rights of the Hudson Bay Company.' And the American fishermen were also to have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks, by the southern part of the coast of Newfoundland, above described, and of the coast of Labrador; but, where such parts should be settled, were not to dry or cure fish, without the liberty of the proprietors of the ground. And, by the same convention, the United States renounce any liberty before enjoyed or claimed by them or their inhabitants, to take, dry, or cure fish, on or within three marine miles of any of the coasts, bays, creeks, or harbours of any of the British dominions of America, not included within the above limits. They were, however, permitted to enter such bays or harbours, for the purpose of shelter or repairing damages, of purchasing wood and obtaining water, and for no other purpose."

The Americans follow two or more modes of fitting out for fisheries. The first is accomplished by six or seven farmers, or their sons, building a schooner during winter, which they man themselves (as all the Americans on the sea-coast are more or less seamen as well as farmers), and after fitting the vessel with necessary stores, they proceed to the banks, Gulf of St. Lawrence, or Labrador, and loading their vessels with fish, make a voyage between spring and harvest. The proceeds they divide, after paying any balance they may owe for outfit. They remain at home to assist in gathering their crops, and proceed again for another cargo—which is salted down, and not afterwards dried: this is termed

mud-fish, and kept for home consumption. The other plan is, when a merchant, or any other owning a vessel, lets her to ten or fifteen men on shares. He finds the vessel and nets. The men pay for all the provisions, hooks, and lines, and for the salt necessary to cure their proportion of the fish. One of the number is acknowledged master; but he has to catch fish as well as the others, and receives only about twenty shillings per month for navigating the vessel: the crew have five-eighths of the fish caught, and the owners three-eighths of the whole.

The first spring voyage is made to the banks; the second either to the banks, Gulf of St. Lawrence, or the coast of Labrador; the third, or fall voyage, is again to the banks; and a fourth, or second fall voyage, is also made, sometimes, to the banks.

QUANTITY and Value of Dried and Pickled Fish Exported from 1791 to 1843.

YEARS.	DRIED FISH.		PICKLED FISH		
	quintals.	value in dollars.	barrels.	kegs.	value in dollars.
1791.....	383,237	....	57,426		
1792.....	304,808	....	48,377		
1793.....	372,823	....	45,440		
1794.....	436,907	....	56,029		
1795.....	400,818	....	55,999		
1796.....	377,713	....	84,558	5,256	
1797.....	406,016	....	69,782	7,351	
1798.....	411,175	....	66,827	6,220	
1799.....	428,495	....	63,542	15,903	
1800.....	392,726	....	50,388	12,403	
1801.....	416,948	....	85,935	10,424	
1802.....	440,925	....	75,819	12,229	
1803.....	461,870	1,630,000	76,481	11,565	560,000
1804.....	567,828	2,400,000	89,482	13,045	640,000
1805.....	514,549	2,058,000	56,070	7,207	345,000
1806.....	537,457	2,150,000	64,015	10,155	365,000
1807.....	473,924	1,806,000	57,621	13,743	302,000
1808.....	155,808	623,000	18,957	3,036	98,000
1809.....	345,648	1,123,000	51,777	9,380	282,000
1810.....	280,864	913,000	34,674	5,904	214,000
1811.....	214,887	737,000	44,716	9,393	305,000
1812.....	169,019	592,000	23,636	3,143	146,000
1813.....	63,616	210,000	13,833	568	81,000
1814.....	31,210	128,000	8,446	87	50,000
1815.....	103,251	494,000	36,272	3,062	218,000
1816.....	219,991	935,000	33,228	6,983	221,000
1817.....	267,514	1,003,000	44,426	15,551	325,000
1818.....	308,747	1,081,000	55,119	7,400	317,000
1819.....	380,555	1,652,000	60,563	6,746	409,000
1820.....	321,419	964,000	87,010	7,309	538,000
1821.....	307,365	708,778	76,429	4,162	264,000
1822.....	241,228	666,730	60,127	7,191	246,108
1823.....	262,766	731,024	75,728	8,349	270,776
1824.....	310,189	873,986	72,559	12,911	303,019
1825.....	300,837	830,256	70,672	10,626	248,417
1826.....	290,803	607,742	85,445	11,459	237,180
1827.....	247,321	747,171	66,123	7,446	240,276
1828.....	265,217	819,926	63,928	4,205	246,737
1829.....	284,761	747,541	81,029	3,207	250,827
1830.....	226,796	540,690	66,113	6,725	225,997
1831.....	236,677	625,303	91,787	8,564	264,441
1832.....	250,544	749,900	102,770	4,030	308,813
1833.....	246,089	712,217	86,442	3,636	271,973
1834.....	253,132	650,384	61,638	2,344	233,280
1835.....	287,721	783,895	61,661	3,487	234,639
1836.....	240,769	740,464	48,192	5,875	221,486
1837.....	168,943	688,506	40,516	3,430	181,234
1838.....	200,628	686,245	41,669	2,667	198,766
1839.....	208,720	700,218	33,831	3,975	141,326
1840.....	211,425	541,058	42,274	2,952	179,166
1841.....	232,190	602,810	38,508	3,349	146,973
1842.....	253,063	587,792	40,846	4,550	163,336
1843*.....	174,220	381,175	29,198	2,713	116,042

* For nine months ending the 30th of June

PRODUCE of the Fisheries of the United States in 1840.

STATES AND TERRITORIES.	FISHERIES.						
	Smoked or Dried Fish.	Pickled Fish.	Spermaceti Oil.	Whale and other Fish Oil.	Whalebone and other Products. Value.	Men employed.	Capital Invested &.
	quintals.	barrels.	gallons.	gallons.	dollars.	number.	dollars.
Maine	279,156	54,071	1,044	117,807	9,354	3,610	226,867
New Hampshire	28,257	1,714	....	15,234	....	209	59,080
Massachusetts	289,715	124,755	3,630,972	3,364,725	442,874	16,000	11,725,250
Rhode Island	4,084	2,908	487,268	633,660	45,523	1,160	1,677,157
Connecticut	1,284	6,598	183,207	1,909,047	167,372	2,225	1,201,640
Vermont .....	....	....	....	....	....	....	....
New York	5	22,224	400,251	1,260,541	344,605	1,228	949,350
New Jersey .....	....	1,314	12,000	80,000	74,000	179	93,275
Pennsylvania .....	....	2,012	....	....	15,240	58	16,460
Delaware .....	....	28,600	49,704	142,375	7,987	165	170,000
Maryland .....	....	71,292	....	....	12,167	7,814	88,947
Virginia .....	....	30,315	262	....	4,150	556	28,283
North Carolina	2,284	73,250	....	2,287	22,808	1,784	213,502
South Carolina .....	....	425	....	....	....	53	1,617
Georgia .....	....	14	....	....	....	6	....
Alabama	2	....	....	....	....	....	....
Mississippi	9	....	....	....	....	....	....
Louisiana .....	....	....	....	....	....	....	....
Tennessee .....	....	97	....	....	....	7	242
Kentucky .....	....	....	....	....	....	....	....
Ohio .....	....	3,506	....	14	....	165	12,910
Indiana .....	....	14	....	....	1,150	....	....
Illinois .....	....	1	....	28	....	....	....
Missouri .....	....	....	....	....	....	....	....
Arkansas .....	....	16,535	....	60	....	452	22,640
Michigan .....	....	73	....	....	6,000	67	10,000
Florida	69,000	....	....	1,500	155	139	61,300
Wisconsin .....	....	9,021	....	....	....	....	....
Iowa .....	....	....	....	....	....	....	....
District of Columbia .....	....	24,300	....	....	15,500	527	64,500
Total	774,047	472,350	4,764,708	7,528,778	1,153,237	26,584	16,426,620

ABSTRACT of the Produce of the Fisheries, Exported from the United States, from August 20th, 1789, to September 30th, 1790.

COUNTRIES.	FISH DRIED.		FISH PICKLED.		OIL WHALE.		OIL SPERMACEETI.		WHALEBONE.		CANDLES, SPERMACEETI.		TOTAL VALUE.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
France	quin's. 543	dls. 1,080	brls. 12	dls. 20	brls. 20	dls. 9,014	brls. 1403	dls. 17,523	lbs. 108,807	dls. 17,917	lbs. 1,300	dls. 498	749,697
French West Indies	251,116	518,288	20,294	90,818	1,756	13,083	80	1,029	..	..	28,784	14,894	749,697
Amount of 1st Class	251,659	519,374	20,306	90,838	11,670	87,452	1483	18,552	108,807	17,917	28,954	15,364	749,697
Spain	72,300	194,457	280	813	593	4,147	..	..	..	..	2,896	1,256	206,276
Spanish West Indies and Florida	621	978	300	896	5	36	..	..	..	..	1,685	674	..
Great Britain	5	10	..	..	1,738	21,048	3840	66,000	1,075	215	..	..	..
British West Indies	1,970	4,114	795	3,075	15	124	..	..	..	..	736	353	85,000
Nova Scotia .....	..	..	13	40	1	10	100	870	..	..	..	..	..
Holland .....	..	..	15	45	807	5,683	..	..	5,220	1,050	..	..	79,404
Dutch West Indies	23,822	48,631	4,778	13,404	179	1,317	..	..	..	..	23,162	9,274	..
Portugal	18,594	41,306	69	232	4	60	..	..	..	..	..	..	56,187
Portuguese Islands	5,432	11,307	292	801	130	1,243	8	130	..	..	146	86	4,220
Germany .....	..	..	..	..	470	2,990	..	..	6,150	1,230	..	..	4,824
Danish West Indies	1,180	2,386	803	2,421	3	27	..	..	..	..	..	..	..
African Islands and Continent of Africa	613	1,024	147	564	6	42	..	..	..	..	165	66	1,596
Mediterranean	2,314	4,628	6	36	133	700	..	..	29	5	238	150	5,519
Sweden	8	16	..	..	..	..	..	..	..	..	..	..	16
East Indies .....	..	..	..	..	..	..	..	..	..	..	1,283	529	529
Amount of 2nd Class	127,062	309,157	7,498	22,537	4,005	37,429	3948	60,990	12,474	2,500	20,335	12,300	443,931
Am't. of both Classes	378,721	828,531	27,804	113,175	15,765	124,871	5431	79,542	121,281	20,417	70,289	27,724	1,193,628

Fish, Dried or Smoked—quintals Exported.

EXPORTED TO	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies.....	7,115	2,852	1,009	983	3,533	1,339	1,381	6,560	1,227	103,081
Danish West Indies.....	9,003	7,128	2,187	3,195	6,355	8,758	11,507	11,436	1,120	610
Dutch West Indies.....	20,218	30,163	23,060	62,988	60,038	35,727	30,670	29,258	7,793	
British West Indies.....	141,439	111,030	92,679	71,405	76,822	53,676	59,471	48,911	26,298	66,566
British American Colonies.....	.....	.....	.....	.....	.....	.....	6,906	6,331	.....	.....
France.....	.....	1,687	27,007	3,491	37,056	73,001	19,347	87,654	16,144	.....
French West Indies.....	36,703	66,166	46,157	84,291	40,333	66,022	96,929	103,351	30,044	.....
Spain.....	110,184	114,376	124,945	96,942	130,615	127,931	173,266	84,109	29,654	68,767
Spanish West Indies.....	17,388	19,851	29,495	3,090	6,471	15,715	18,246	13,810	3,926	37,176
Portugal.....	8,670	7,194	26,033	19,004	-10,595	9,100	8,077	.....	1,658	10,349
Madeira.....	6,147	2,564	3,069	1,226	2,895	6,795	4,132	2,961	2,422	3,619
West Indies (generally).....	12,510	16,444	43,386	97,527	106,993	71,300	61,308	55,000	27,399	2,801
Europe.....	.....	.....	6,184	10,537	5,098	21,561	16,310	4,220	.....	5,993
Africa.....	70	36	35	.....	72	133	308	750	.....	70
Italy.....	24,492	27,886	11,230	2,094	9,417	13,273	18,458	13,837	6,403	3,103
Average price.....dollars.	.....	.....	.....	.....	.....	.....	4	4	4	3 25 cts.

EXPORTED TO	1810	1811	1812	1813	1814	1815	1816	1817	1818	1819
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies.....	20,845	17,142	11,205	9,025	1,537	1,475	842	8,305	7,050	4,011
Danish West Indies.....	2,087	4,963	143	.....	.....	1,152	2,501	16,437	12,196	17,474
Dutch West Indies.....	2,303	.....	.....	.....	.....	2,543	4,788	23,036	23,642	20,422
British West Indies.....	55,456	33,742	10,367	.....	.....	10,815	4,790	485	141	289
British American Colonies.....	.....	.....	1,211	.....	.....	401	779	491	.....	.....
France.....	2,150	28,622	25,412	27,324	10,200	9,208	40,739	.....	59	2,290
French West Indies.....	.....	4,238	3,001	3,056	4,479	23,597	32,745	58,731	68,746	67,766
Spain.....	95,748	3,023	6,440	3,025	113	7,048	35,325	6,194	1,920	1,959
Spanish West Indies.....	23,622	33,389	30,910	13,039	7,949	8,982	16,597	5,477	6,373	10,102
Portugal.....	6,384	2,617	4,595	1,757	3,450	2,503	.....	.....	.....	76
Madeira.....	6,048	2,475	2,761	439	638	1,530	1,781	394	849	23
West Indies (generally).....	14,052	35,596	31,712	1,698	452	29,704	53,255	22,405	18,046	19,570
Europe.....	2,920	13,405	1,170	.....	.....	.....	828	.....	.....	.....
Africa.....	71	229	128	.....	.....	48	163	266	226	21
Italy.....	11,501	12,005	30,063	.....	.....	15	10,519	14,420	9,676	1,043
Cuba.....	.....	.....	.....	.....	.....	.....	.....	41,014	21,190	28,288
Hayti.....	.....	.....	.....	.....	.....	.....	.....	27,938	34,017	28,739
Brazil, &c.....	.....	.....	.....	.....	.....	.....	.....	19,048	17,217	9,941
Average price.....dollars.	3 25	3 50	3 50	3 50	4 09	4 80	4 29	.....	.....	.....

EXPORTED TO	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies.....	4,734	3,703	1,226	1,720	3,444	4,276	2,355	1,047	1,661	2,855
Danish West Indies.....	21,720	18,467	17,411	16,615	22,039	28,405	20,292	21,744	19,424	10,920
Dutch West Indies.....	23,710	23,699	19,012	20,066	22,909	17,922	24,203	22,261	23,736	16,274
British West Indies.....	600	292	212	.....	.....	.....	.....	.....	708	635
British American colonies ..	30	629	11	68	8	4	113	9	683	197
France.....	7,766	637	2,210	119	77	.....	1	.....	131	.....
French West Indies.....	76,493	74,966	63,247	40,983	57,779	60,804	29,205	44,179	36,729	31,104
Spain.....	75	23	2,818	836	1,306	915	40	.....	.....	.....
Spanish West Indies.....	6,848	6,593	6,533	6,414	6,997	7,200	6,075	8,267	10,071	15,679
Portugal.....	2,200	.....	2,000	.....	.....	76	.....	87	650	249
Madeira.....	444	857	711	189	.....	202	.....	.....	.....	886
West Indies (generally).....	9,772	16,630	13,739	9,515	10,774	13,448	9,061	6,648	9,882	5,632
Europe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Africa.....	130	125	85	48	100	175	41	500	140	182
Italy.....	6,247	1,515	6,121	931	1,154	7,087	5,597	465	50	.....
Cuba.....	53,098	51,260	53,985	53,086	72,144	95,708	73,948	67,514	87,736	79,483
Hayti.....	40,143	55,185	45,348	37,773	33,618	33,568	35,499	42,011	43,400	50,034
Brazil, &c.....	22,750	30,104	12,176	8,866	19,512	12,782	6,310	8,631	7,698	10,505

FISH, Dried, Exported from the United States, from 1831 to 1843, inclusive.

EXPORTED TO	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals	quintals
Swedish West Indies.....	1,117	537	284	356	232	564	1,071	1,031	2,218	360
Danish West Indies.....	27,437	25,636	17,937	11,179	10,809	13,193	9,902	9,826	37,599	16,642
Dutch West Indies.....	24,175	28,256	28,461	25,218	25,825	26,204	21,465	35,092	44,518	21,977
British West Indies.....	321	436	819	550	566	210	989	2,079	3,197	4,793
British American colonies.....	73	189	180	56	187	1	620	40	314	23
France.....	.....	250	.....	.....	.....	.....	1,035	.....	.....	.....
French West Indies.....	29,945	25,379	17,047	8,677	9,793	9,014	10,501	13,186	13,094	8,833
Spain.....	.....	336	.....	1,664	.....	40	.....	90	.....	.....
Cuba.....	72,262	77,757	87,779	75,004	89,395	78,278	60,018	77,289	86,110	46,007
Other Spanish West Indies.....	19,065	21,763	17,637	13,151	16,900	2,177	27,093	31,939	36,774	26,242
Madeira.....	499	726	453	774	.....	295	.....	291	.....	.....
Hayti.....	60,154	75,847	58,250	30,419	39,693	44,635	53,365	67,991	57,682	43,089
West Indies (generally).....	3,091	1,896	282	518	67	525	2,512	1,146	561	37
Europe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Africa.....	21	119	106	211	188	262	327	131	512	434
Italy.....	50	1,700	.....	.....	.....	.....	.....	.....	.....	.....
Brazil, &c.....	4,268	4,717	6,023	3,285	3,897	4,522	3,144	2,934	4,046	884
Other places.....	6,079	23,817	4,817	5,754	8,803	4,462	6,796	4,539	10,068	6,242

Hayti, and the Spanish and Danish West Indies, are the countries to which pickled fish has been principally exported from the United States. Of 102,770 barrels of pickled fish (herrings and mackerel) exported in 1831-2, there were exported to the Danish West Indies, 19,310 barrels; Dutch West Indies, 7612 barrels; British West Indies, 1992 barrels; Hayti, 29,476 barrels; Spanish West Indies, 21,560 barrels; and the remainder to various places. Of 42,274 barrels of pickled fish exported in 1840, there were exported to Danish West Indies, 5078 barrels; to Dutch West Indies, 3537 barrels; to Spanish West Indies, 12,672 barrels; to Hayti, 16,605 barrels; and the remainder to various places. The greater part of the pickled fish caught and cured by the fishermen of the United States is consumed at home.

The rivers of the United States, especially those of the New England states, are frequented by salmon, shad, and various other fish. The shad fishery is rather important.

Extract from report on this fishery:—

"The shad fishermen have been very successful the present season. It is estimated that 3000 barrels have been already taken in the Sound between Monomoy point and Bass river. The shad fishery on our shores was commenced by a few individuals four years ago. Now, between 200 and 300 men, principally from Connecticut, are engaged in it. The fish are taken with seines, of which two kinds are used; one made of great length and depth for the purpose of surrounding schools of shad where the water is from five to seven fathoms deep; and the other kind are fitted for meshing, the seine being trailed out from a boat or vessel, and the shad, in attempting to run through it, are caught by their gills. The long 'purse seines' require a crew of sixteen men to manage them, and are capable of holding an immense number of fish. Captain David Baker, took, at one haul, 200 barrels of shad, and Captain Judah Baker, also enclosed as large a number, but a shark broke through the seine, and made a passage for the shad to escape. Present appearances indicate that the taking of shad on our coast, will soon become as important a branch of business as the cod and mackerel fishery. We are informed that they have, at a certain season of the year, always been abundant in the waters of the Sound, but until recently, no means had been discovered for taking them in the open sea, in sufficiently large quantities to justify the expense of fitting out vessels on purpose to take them. It is believed that shad, like mackerel, in the spring, proceed northward along the coast, and that the fishermen, when they better understand their habits, will be enabled to follow

them as they now do the mackarel. They arrive in the Vineyard sound the last of May, or beginning of June, and then, as the weather advances, proceed northward along the coast as far as Nova Scotia. But the fact that they are taken very nearly as early in the rivers of Maine as in the Sound, seems to favour the supposition that they are a deep water fish, and only visit the coast in the months of May and June, to deposit their spawn."—*Hansard's Register* for 1841.

Salmon.—The rivers of Maine are those to which salmon resort more than to others. The *Portland Argus*, alluding to the salmon fishery of 1840, observes,

"Salmon are very plentiful this season. Dr. Drew of Augusta, says, that one morning lately, he noticed in the market, 150 that had been taken near our wharfs the previous night. Their weight, we should think, would be about seventeen pounds each. At ten cents per pound, this would make that night's fare worth 255 dollars. We understand that one has been caught in Bath this season, weighing seventy pounds. It was sent to Boston, for the epicures. They have been sold as low as eight cents per pound, though the price, when they first appear in market, is one dollar per pound."

MACKAREL FISHERY OF THE UNITED STATES.

This fishery is carried on chiefly from the New England states—chiefly from Massachusetts. In the ports of which there were inspected the following number of barrels of mackarel, during the years 1838 to 1842 inclusive, viz. :

T O W N S	No. 1.	No. 2.	No. 3.	T O W N S.	No. 1.	No. 2.	No. 3.
	brls.	brls.	brls.		brls.	brls.	brls.
Boston	2,917	1,406	1,386	Brought forward	22,918	10,313	20,772
Gloucester	5,071	1,868	1,931	Yarmouth	427	169	60
Newburyport	2,075	1,535	717	Plymouth	296	127	166
Truro	2,110	951	461	Salem	80	29	75
Wellfleet	2,368	1,242	862	Chatham	16	5	63
Hingham	2,504	756	901	Beverly	10	6	5
Cohasset	1,312	723	326				
Dennis	1,218	489	967	Total	1842	23,747	10,649
Provincetown	916	850	940	"	1841	19,479	11,296
Barnstable	738	276	829	"	1840	21,631	21,733
Scituate	371	237	452	"	1839	38,054	29,341
Carried forward	22,918	10,313	20,772	"	1838	26,830	61,940
							52,541

The following sketch is interestingly descriptive of the mode of fishing at sea for mackarel.

Extract from "A Journal of a Mackarel Cruise:"—

"On the 6th of July, a fair wind carried us beyond the bar of Newbury port; in a few moments, and we were soon rolling and tossing on the briny deep. Before dark a thunder storm arose, which lasted all night.

"We sailed south, and on Friday morning was sixty miles south of Nantucket, but did not fall in with any mackarel until Saturday, when we were called to our lines before dawn of day, by the skipper, who, holding the morning watch, had discovered that there was a *scool* around us. They bit well for about *three-quarters of an hour*, and we salted seven barrels that morning. It was at this time that I learned the process of taking them.

"Every person has two lines, with two hooks on each, and even when the fish are most plentiful, an experienced hand can with perfect ease tend two lines, while a tyro finds difficulty in preventing one from becoming entangled, as he draws in the fish or throws the line out again. Mackarel always go in *scools*, but it is not every *scool* that will bite; when they will not bite they are said to be '*scooling*.' In this case, they are seen in large numbers, with their heads nearly out of water, swimming with great swiftness, sometimes in a direct line, and sometimes round and round, having the appearance of being frightened. A *scool* can be seen half a mile distant, and whenever one is perceived, the vessel endeavours to 'run into it,' and stop it by throwing bait among them, which they some-

times succeed in doing. This bait, which is used for the purpose of keeping the *scool* about the vessel, consists of other fish taken on board in port, and salted. It is ground up very fine in a 'bait mill,' and always used while fishing. The hooks are baited with a small piece of fish taken from the throat of the mackarel that are caught, and when this cannot be procured, with pieces of pork. They bite very quick, much like a pickerel, and must be drawn in the instant they are felt touching the hook. There is no mercy shown to the fish after he is taken; by a sudden jerk of the line the hook is torn from his mouth, and he falls into a barrel or on deck. Frequently, after they cease biting, the remainder of the *scool* is seen swimming about near the surface of the water, in which case, they are 'gaffed,' or hooked up, with an instrument called a 'gaff,' which is an iron or steel rod, two feet long, bent at the end like a hook, but without a beard, and attached to a pole about six feet long. When the fish have all disappeared (probably sunken), the fishermen proceed to dress, wash, and salt those caught, which is done with such despatch by those practised in the business, that in *less than an hour* after we had ceased fishing, seven barrels were salted, and the crew's work ended for the day.

"Mackarel seldom ever bite except early in the morning, or just at night, and since they are not found every day, there is much leisure time on board a fishing vessel, which is the dulllest part of the voyage. Such time is employed by the crew in making miniature vessels, catching various kinds of fish for amusement and to eat, and in sleeping. The fishing business is very uncertain; one may fall in with mackarel, and return home fully laden with them in four or five days, or may cruise about till the stores are all exhausted, without finding any.

"We coasted along Cape Cod for about three weeks, catching a few mackarel now and then, but found them rather scarce, and what few there were, very small. Cape Cod is, from the water, the most dreary looking place that I ever saw. As you sail along you see nothing but a sand bank, with two or three huts upon it, which have been erected for the benefit of shipwrecked sailors, who might chance to be washed on shore alive. It is no terror, however, to fishermen, as they are not there during the stormy part of the season. The greatest danger fishermen are in, is of being run into by other vessels during a fog, which is sometimes so thick that you can see but little more than the length of the vessel. Such an accident occurred to a vessel that was near us almost all the trip, and she was obliged to put into the nearest port.

"One morning, the skipper spoke a vessel from the Bay of Chaleur, with 100 barrels of mackarel, that reported them plentiful in that bay. The skipper, thinking it was not best to remain there when he heard of mackarel elsewhere, immediately set sail and steered for home, to take a new fit-out for the Bay of Chaleur. The next day we were alongside of the wharf we sailed from. Thus it is with fishermen, whenever they hear that mackarel have been caught in any other place, they all set sail for the spot, but nine times out of ten, they learn, too late, that the fish are somewhere else. Many fishermen have (as I am told) been living almost entirely upon hope, for two or three years past, expecting soon to find mackarel plenty, and to catch their share of them. Some, last year, did not catch the amount of fifty barrels, which would not pay their outfits. They are led to suppose that they shall do well before long, because there was *once* a time when they found mackarel plenty, and, because even now, occasionally a vessel is fortunate enough to make a good trip. But the business must, undoubtedly, be dropped by many of them, for it is evident that mackarel are pretty well caught up, and will never again be so plenty as they have been.

"If any class of people ought to be well paid for their labour, it is the fishermen, for theirs certainly is a hard life. As they go in small vessels, they cannot enjoy even many conveniences that seamen do on board large vessels, and they are obliged by necessity, to live among much filth. They cannot carry with them a great assortment of provisions, and being out almost all the summer season, they are deprived of fruits and many of those productions of the soil, which in the season of them, furnish landmen with so many luxurious dishes."

LAKE AND RIVER FISHERIES OF THE UNITED STATES.

The fisheries of the lakes, and especially of Lake Huron, are of very considerable value. The following account of those fisheries is extracted from the *New York Merchants' Magazine* for 1842.

"The larger lakes, as well as the interior waters of the state, abound in fish, some of them of the most valuable sorts, which are now taken in Lake Superior during the summer by the American Fur Company, whose traders are found scattered at widely separated points along its shores. Among those of a superior sort are the Mackinaw trout, the white fish, sturgeon, salmon trout, muskelunje, pickerel, pike, perch, herring, the rock bass, the white and black bass, catfish, trout, and gar, which constituted, during the earlier condition of the country, a very valuable article of food, as they do now of commerce. Among the most prominent of these are the white fish, which are not only peculiar to the lakes, but from the first colonisation of the territory by the French explorers, have been highly celebrated; large quantities of trout, as well as the white fish, are taken upon the lakes and shipped to Ohio, New York, and Pennsylvania.

"The subjoined statement derived from the *Detroit Daily Advertiser*, exhibits the progress of the lake fisheries at different periods, from 1835 to 1840:—

"With the immense business which is destined to be done on the western lakes, that of the fisheries should not be overlooked, as it has already become a considerable item of exports. The number and varieties of fish taken, are worthy of notice, and it is stated that no fresh waters known, can, in any respect, bear a comparison.

"From the earliest period of the settlement on the shores of the lakes, fishing has been carried on to supply the inhabitants with a part of their food, but not until the past five years has fish become an article of export. Since that time, the business has rapidly increased. The number of barrels taken, so far as information can be gathered, in 1835, was 8000, and in 1840, it reached 32,005 barrels.

"The weight to which some of the fish attain is unparalleled, except in the Mississippi—as follows:—

NAMES OF FISH.	Greatest Weight.	Average.	NAMES OF FISH.	Greatest Weight.	Average.
	lbs.	lbs.		lbs.	lbs.
Sturgeon	120	70	Perch	1	
Trout	60	10 to 2	Roach	1	
Muskelunje	40	10 " 15	Black Bass .....	...	2 to 3
Pickerel	15	5 " 6	Bill fish .....	...	6 " 8
Mullet	10	3 " 6	Catfish .....	...	10 " 20
White fish .....	...	2 " 3	Sisquolle .....	...	8 " 10
At the Sault Ste. Marie .....	...	4 " 5			

"The varieties usually taken for pickling, are trout, pickerel, white fish, and sisquolle; the latter, however, is to be found only in Lake Superior.

"Since the projected canal at the Sault Ste. Marie has been suspended, Yankee enterprise, at great expense, in the absence of artificial locks, has surmounted the difficulty of getting over the falls leading from Lake Michigan to Lake Superior, and within the two past years, two vessels, by means of slides, rollers, &c., have reached the upper lake.

"Three vessels have, also, been built on Lake Superior by the American Fur Company. The two former vessels will hereafter be engaged in the fishing trade, in freighting salt, provisions, &c., to various points on the lakes, and returning with fish. Heretofore the American Fur Company have monopolised the trade. This will open a new era in the upper lake fisheries, as they are said to be inexhaustible.

“ ‘ From the following table, of the amount of fish barreled, which was obtained from various sources, the rapid increase of the business will be seen :—

	1836	1837	1840
	barrels.	barrels.	barrels.
Lake Superior.....	2,000	5,500	10,000
Mackinac	1,200	800	4,000
Sault Ste. Marie	300	600	2,553
Green Bay.....	600		
Various points on Lake Huron.....	500		
Fort Gratiot	3,100	4,100	3,000
Shores of Lake Huron	500	600	
On Detroit River	4,000	2,500	3,550
Shores of Sanilac County			500
St. Clair River			1,000
Drummond's Island			800
Twin Rivers			1,500
Mouth of Manistee River			1,000
" Sheboygan River			275
Racine River.....			225
Saginaw Bay			500
Thunder Bay.....			500
Beaver Island			500
South Saginaw Bay			500
Total	12,200	14,100	35,005

“ ‘ The average price of fish, per barrel, for the past five years, in Detroit, is eight dollars, which gives a total value of the business, in 1840, at 256,040 dollars. Thus, in its infancy, it adds this large amount annually to the wealth of Michigan.’ ”

In the Mississippi and other rivers, various fishes, which we have already described, abound. Of some of the lakes near the delta of that river, the following account is curious :—

“ One fact, however, distinguishes the summer of 1839. It is the drying up of the lakes in the Mississippi swamp—at least in that portion of it in Adams county, extending from below Natchez to Ellis' cliffs, north and south, and from the highlands of St. Catharine creek to the Mississippi river, east and west. This occurrence, so far as the writer's inquiries extend, is unexampled, and is, at least, a striking proof of severe drought. In company with a friend, on a hunting excursion of a day or two, in the last week in September, we visited several of these lakes. They are almost entirely dry, and can be crossed anywhere on horseback. They form beautiful meadows of various extent, from 100 yards to 200 yards in width, and from half a mile to two miles in length, covered with luxuriant and tender grass.

“ *The myriads of fish that once swarmed in these lakes, have all perished.* As the water recedes to the centre, they naturally crowd to that point, and as these reservoirs fall, also, the eagles and vultures, and fish eating vermin of all kinds, flock in vast numbers, to such a feast as is seldom spread to them. In the deeper and larger lakes, a few inches of water were found in the centre, not sufficient to cover the dying fish, and stained with blood drawn from them by the talons of their ever vigilant and insatiable foes. The remains of those that were dying and bleaching in the sun, covered large spaces, and presented to the eye an appearance, to use the words of an old hunter, ‘ like leaves after a frost.’

“ These lakes have, for ‘ time, whereof the memory of man runneth not to the contrary,’ been the habitation of numerous species of fish, from the *grim garr*, that shark of these fresh waters, to the diminutive *pan-fish*. The winter rains will again restore water to their basins, but another great overflow of the Mississippi can alone supply them with their ordinary inhabitants. Even the amphibious alligator will have small temptations to return to them ; for his usual supply of provision has failed. At present, they are covered with an exuberant coat of grass, without any object to interfere with the view, extending, in some of them, almost as far as the eye can reach. Upon these meadows the cattle and horses find a plentiful subsistence ; and the venison of this season is uncommonly fat and delicate, owing to the superabundance of pasturage.

“ It will suggest itself to the mind of a medical man that millions of fish, thus perishing, and corrupting, must affect the atmosphere. Such is the fact ; and before reaching the open bed of the lakes, the effluvia becomes extremely offensive.”—*Hansard's Register*.

Comparative view of the fisheries of Massachusetts, exclusive of the whale fisheries :—

FISHERIES of Massachusetts in 1837.

Vessels employed in the cod and mackarel fishery	No.	1,290
Tonnage of same	tons	76,089
Number of quintals of codfish caught	quintals	510,554
Value of same	dollars	1,569,517
Number of barrels of mackarel caught	barrels	234,059
Value of same	dollars	1,639,042
Number of bushels of salt used in cod and mackarel fishery	bushels	837,141
Hands employed	No.	14,146
Capital invested	dollars	2,683,176

PRODUCE of Fisheries of Massachusetts and other States, in 1840.

Smoked or Dried Fish—United States, 773,947 quintals; Massachusetts, 389,715 quintals; Maine, 279,166 quintals; New Hampshire, 28,257 quintals; Rhode Island, 4034 quintals.

Pickled Fish.—United States, 472,359 barrels; Massachusetts, 124,755 barrels; North Carolina, 73,350 barrels; Maryland, 71,293 barrels; Maine, 54,071 barrels.

Spermaceti Oil.—United States, 4,764,708 gallons; Massachusetts, 3,630,972 gallons; Rhode Island, 487,268 gallons; New York, 400,251 gallons; Connecticut, 183,207 gallons.

Whale and other Fish Oil.—United States, 7,536,778 gallons; Massachusetts, 3,364,725 gallons; Connecticut, 1,909,047 gallons; New York, 1,269,541 gallons; Rhode Island, 633,860 gallons.

Value of Whalebone, &c.—United States, 1,153,234 dollars; Massachusetts, 442,974 dollars; New York, 344,665 dollars; Connecticut, 157,572 dollars; New Jersey, 74,000 dollars.

Hands employed.—United States, 36,584; Massachusetts, 16,000; Maryland, 7814; Maine, 3610; Connecticut, 2215.

Capital invested.—United States, 16,429,620 dollars; Massachusetts, 11,725,850 dollars; Connecticut, 1,301,640 dollars; Rhode Island, 1,077,157 dollars; New York, 949,250 dollars.

Comparative tonnage of vessels employed in the fisheries, and in the foreign and coasting trade of the United States, in 1841.

	tons.
Registered vessels employed in foreign trade, for the year 1841 .	945,803 42-95ths
<i>Enrolled and Licensed Vessels.</i>	
The enrolled vessels employed in coasting trade, for the year 1841	1,076,036 18-95ths
Licensed vessels under twenty tons, employed in coasting trade .	31,031 70-95ths
<i>Fishing Vessels.</i>	
Enrolled vessels employed in cod fishery	60,556 05-95ths
" " mackarel fishery	11,321 18-95ths
Licensed vessels under twenty tons, employed in cod fishery . .	5,995 79-95ths
The registered and enrolled tonnage employed in the whale fishery, during the year 1841, was	157,405 17-95ths
Aggregate amount of the tonnage of the United States, on the 30th of September, 1841, was stated at	2,130,744 37-95ths
Of enrolled and licensed tonnage employed in the coasting trade, amounting to 1,076,036 18-95ths, as above stated, there were employed in steam navigation	174,342 44-95ths

CHAPTER X.

WHALE FISHERY OF THE UNITED STATES.

THE Norwegians were accustomed at an early period to capture whales. But they only did so, as they now do in the Orkney and Shetland islands, when whales arrived casually on the coast or in the bays. The Biscayans were the first people who pursued the whale fishery as a regular business. They carried it on with energy, perseverance, and success, from the twelfth to the fourteenth century. The voyages of the Dutch and English to the Northern Ocean, for the purpose of discovering a passage to India discovered multitudes of whales in those seas, which led the Dutch and English to enter upon the northern whale fishery. During the middle of the seventeenth century, houses were established upon the northern coast of Spitzbergen, and provided with tanks, boilers, and all other necessary apparatus for the purpose of boiling the blubber, and preparing the bone for market. A town with shops and taverns arose in consequence. The town disappeared with the whale fishery. The Dutch whale fishery was in its most prosperous state during the year 1680, when it employed about 260 ships, and 14,000 sailors. The English whale fishery was carried on by an exclusive company, like that of Holland; and in 1725 the South Sea Company embarked in the whale fishery, and prosecuted it with vigour for about eight years, and then abandoned it, with considerable loss. The French and some other nations embarked in the pursuit with great success.

It is recorded in the second volume of the "Philosophical Transactions," in a letter from Mr. Richard Norwood, who resided at the Bermudas, "that the whale fishery had been carried on in the bays of those islands for two or three years. A year or two afterwards, the whale fishery was proposed by a Mr. Richard Stafford, who remarks that he had killed several black whales himself. 'I have been,' says he, 'at the Bahama islands, and there have seen of this same sort of whale (the spermaceti) dead on the shore, with *sperma* all over their bodies! Myself and about twenty others have agreed to try whether we can master and kill them, for I never could hear of any of that sort that was killed by any man, such is their fierceness and swiftness.' 'One such whale,' said he, 'would be worth many hundred pounds.'"^{*} New Providence, in the Bahamas, became soon afterwards distinguished as a whale fishing station. Before the English colonists killed whales in America, "the Indians upon the shores of North America were accustomed to adventure out from the coast in their canoes, and pierce them with their lances, or other instruments of the same kind, which were fastened to blocks of wood by strings. These blocks were thrown overboard the moment

* See Philosophical Transactions, vol. iii.

that the instruments penetrated the body, and the attacks thus made appear to have been renewed the moment the whale showed himself on the surface, so that these monsters were finally worried to death. The attacks thus made by these imperfect instruments seem, however, to have been generally directed upon the young ones near the shores, that were towed to the coast, and the fat taken off from only one side, as they possessed no knowledge which would enable them to turn over the animal. It is obvious that the larger sort of whales must have effectually resisted the attacks of the savages with such rude weapons, and the demand for the oil, which, upon the northern part of the continent, they were accustomed to use as food, was but limited."*

The New England, or American whale fishery, was commenced in the island of Nantucket. It was colonised by an adventurous and hardy race of settlers from other parts of Massachusetts. The origin and progress of the New England whale fishery is related as follows, in the *Merchants' Magazine* :—

"It appears that one of the species called 'sernagg' was descried in the harbour of the infant colony, where it remained spouting and gambolling around the shore for three days. Measures were soon adopted by the settlers, who were the original purchasers of the island, for its capture. An harpoon, rude in its form, was invented and wrought; and, after a severe contest, the monster was taken. The success of this adventure induced the people of that place to commence the enterprise of taking whales as a regular business, these animals being at that time very numerous around the coast; and, as early as 1672, we find the inhabitants entering into a formal contract with James Lopar, in which he engages to carry on the 'whale citching' jointly with the town, for two years, on their giving to him ten acres of land in some convenient place, with commonage for two cows, and twenty sheep, and one horse, together with the necessary wood and water. The town were, by this contract, bound to carry on two-thirds of the business, and himself the other third. This company was to have the monopoly of the trade, and no other company was permitted to engage in the traffic, unless they should tender to this first organised body a portion of its shares. It was also provided, that '*whosoever kill any whale of the company or companies aforesaid, they are to pay to the town, for every such whale, five shillings.*' John Savage, a hardy New England man, was also procured to settle upon the island in the capacity of a cooper, upon nearly the same terms which had been made by the proprietors of the town with Lopar. We may suppose that the profits of this crude frame of enterprise were small, but they were at least sufficient to induce the prosecution of this species of traffic.

"Meanwhile, the people of Cape Cod had reached considerable proficiency in this branch of enterprise; and their success induced the fishermen of Nantucket to adopt more vigorous and systematic measures for its prosecution. Accordingly, we find the inhabitants employing Ichabod Paddock, as early as 1690, to instruct them respecting the best manner of taking the whale, and extracting the oil. The whaling expeditions from that port were then carried on in boats from the shore, and the white colonists derived important aid from the Indians, who manifested extraordinary aptness for the fishery of all kinds, and, being placed in responsible stations as boat-steerers and headsmen, they soon became experienced and valuable whalemén. These boats, in search of their game, often ventured even out of sight of the land during the pleasant days of winter, and performed feats which are scarcely exceeded in our own day. After the whale had been killed, he was towed ashore, and an instrument, termed a 'crab,' and which was similar to a capstan, was used to 'heave off' the blubber as fast as it was cut. This blubber was then placed upon carts, and conveyed to 'try-houses,' situated near their dwellings, where the oil was boiled out, and prepared for market. For the purpose of enabling the fishermen to descry whales at a distance, a high spar was erected upon the shore, with cleats affixed to the top, where the whalerman,

* Hunt's Magazine.

with his spy-glass, could be securely lodged, and command a broad view of the ocean. No sensible diminution of the whales upon the coast appears to have existed from the first thirty years of the fishery, although eighty-six were taken near the shore during the year 1726, and eleven were sometimes towed to the land in one day.

"We are informed that the first spermaceti whale, known to the inhabitants, was found dead and ashore upon the south-western part of the island; and here arose several conflicting claims to the right of property in this dead monster, the Indians claiming it by right of finding; the whites, on the ground of their ownership of the island; and the officer of the crown seizing it by virtue of the well-known principle of the laws of England, giving to the king certain property which is discovered to have no visible owner, and, in discussing which, Mr. Justice Blackstone, if we remember right, specially designates a stranded whale. The matter was, however, at length adjusted, and the white men who first found it were permitted to hold the property, the whale having been previously divested of his teeth.

"To Christopher Hussey, a Nantucket whaler, belongs the honour of capturing the first spermaceti whale, and his feat was performed during the year 1712, so far as can be ascertained. This man, while cruising near the shore for 'right whales,' the species which had been the principal kind captured by the Nantucket whalers, was blown off from the shore, and falling in with a school of that species, he succeeded in capturing one and towing him into port. This event gave a new impulse to the whale fishery upon the ocean, for vessels of thirty tons were soon built for the purpose of extending this traffic. These vessels were fitted out for cruises of about six weeks, and carried a few hog-heads capable of containing the blubber of only one whale, which, after they had captured, they returned home, when the owners took the blubber and prepared the oil for market, despatching the ship upon another voyage. The boiling was done in try-houses, which were erected near the landing, and the outfits and apparatus were placed in warehouses, situated near the same place. The substitution of vessels for boats constituted a new epoch in the expeditions of these Nantucket whalers, as the whales were expected to be diminished; and, in 1715, the number of vessels engaged in the whaling business from this port was six, all of them sloops of from thirty to forty tons burden, and producing 1100*l.*, amounting in our currency to 4888 dollars, 88 cents.

"Such was the germ of the whale fishery in this country, and circumstances transpired which were calculated to extend its operations. Larger vessels were soon introduced as motive for the business increased, and the enlargement of their number of course required an additional number of men, so that the island could not furnish the force to man their ships. This deficiency was, however, supplied by seamen from Long island, as well as various parts of Cape Cod. But the consumption of oil did not increase with the augmentation of the number of the ships and the quantity of oil which was obtained. Indeed, the domestic sale was frequently dull, and the whale fishermen began to look to a foreign market. Boston at this time, furnished the chief depôt for the oil of the Nantucket whalers, and it was customary for the merchants of that city to order large quantities of whale oil from Nantucket, and to export it to England in their own vessels, from which traffic they derived a considerable profit, the oil of the island having obtained a very high reputation in Europe. This fact aroused the people of Nantucket to their true interest, and they immediately adopted measures to export the products of the fishery themselves, and accordingly to reap the profits. But although the prospects of success appeared bright, they moved with great caution in this matter, knowing that the failure of their enterprise would be attended with disastrous consequences. Accordingly, about the year 1745, a small vessel was loaded and despatched to Europe with a cargo of oil. The expedition was successful, and their shipments to England and other foreign ports were increased. This new field of enterprise was attended with a double advantage, for while they secured large profits on these voyages, it was found that the articles in the foreign ports to which their ships were consigned, consisting of iron, hardware, hemp, and sail-cloth, were precisely of the kind which they wanted for the trade, and, being purchased at a cheap rate, they were admirably adapted to their return cargoes.

"But in the year 1755, the loss of several fine ships, with their crews, by the perils of the sea, or by capture—for it is well known that we were then at war with France—

threw a temporary blight over the traffic, although it continued to increase. The ships were enlarged in size, from thirty to 100 tons burden and more, as whales had become scarce upon their own ranging grounds near the shore, and larger vessels were required to advance further into the ocean. A number of the larger class of vessels was despatched to Davis's straits and the Western islands, being provided with complete outfits, and, while a few made great voyages, others came home 'clean,' from the ignorance that then prevailed respecting the courses of the winds, the proper feeding-ground of the whales, and of all those other facts which could only be acquired by experience. Whaling continued to be the main occupation of the inhabitants of that island, while the attempts which were made to carry on this pursuit in other parts of the country, appear to have failed.

"Another fact tended to diminish the profits of the whale fishery at that time. The English government, discovering that oil was far preferable to other light, being better adapted to common use, and less expensive, became anxious to increase that branch of commerce from her own ports, and, in consequence, granted a large bounty to this species of industry. By that means it was much enlarged, and London soon became an important whaling port. The necessary consequence of this measure was to cut off Nantucket from a considerable portion of its foreign market; yet the American whale trade was not sensibly diminished, as its consumption was enlarged in various parts of the world, and even the exportation to England continued to be carried on. As new coasts were explored, the field of the whale fishery became enlarged, and the American whale fishermen adventured widely into the ocean for their favourite game. The places at which the whale fishery commenced, and the periods when it was begun, prior to our revolution, we have in the subjoined table, which is believed to be accurate:—

"At Davis's straits, in the year 1746.

"The Island of Disco, in the mouth of Baffin's bay, in the year 1751.

"Gulf of St. Lawrence, in the year 1761.

"Coast of Guinea, in the year 1763.

"Western islands, in the year 1765.

"Eastward of the Banks of Newfoundland, in the year 1765.

"Coast of Brazil, in the year 1774. *

"Besides these places, whaling voyages were carried on to a considerable extent, although for a shorter period, upon the Grand Banks, Cape Verd islands, numerous points of the West Indies, the Bay of Mexico, the Caribbean sea, the coast of the Spanish Main, and various other parts of the sea. The amount of enterprise invested in the traffic at different periods, and the profits of the voyages at this early stage of the fishery, may, perhaps, be interesting at the present time, exhibiting as they do the progress of the trade in this country.

THE Number of American Ships employed, and Oil produced from the Catch, for Ten Years.

Y E A R S.	Vessels.	Barrels.	Y E A R S.	Vessels.	Barrels.
	number.	number.		number.	number.
1762.....	78	9,440	1768.....	125	15,430
1763.....	60	9,238	1769.....	119	19,140
1764.....	72	11,983	1770.....	125	14,331
1765.....	101	11,512	1771.....	115	12,754
1766.....	118	11,969	1772.....	98	7,825
1767.....	108	16,561			

"It appears, also, that the price of whale oil in England was, in 1742, 18*l.* 13*s.* per ton; in 1743, 14*l.* 8*s.* per ton; in 1744, 10*l.* per ton; and in 1753, 21*l.* per ton.

"From the year 1771 to 1775, the whale fishery increased to a most important extent, and the hardy islanders of New England, who formed the whaling companies, were mechanics, who manufactured the cordage, the casks, the sails, the iron and wood work of the ships, and even built the ships for the whale fishery. According to Mr. Pitkin, Massachusetts alone, during that space of time, employed annually 183 vessels, of 13,820 tons

* See History of Nantucket, by Obed Macy.

burden in the northern whale fishery, and 121 vessels, of 14,020 tons in the southern, which were navigated by 4059 men; the produce of the fishery at that time amounting to 350,000*l.* lawful money, or 1,160,000 dollars. At this time, a large portion of the spermaceti oil was sent to England in an unseparated state, the head matter being generally mingled with the body of the oil, commanding, as it did, the same price when in a mixed, as in a separate state. A considerable portion of the oil procured from the right whale was shipped to Boston, or other parts of our American colonies, for inland consumption, or was exported to the West Indies. The manufacture of sperm candles, which was first commenced in Rhode Island, in 1750, was carried on to a considerable extent in New England and Philadelphia, and tended to furnish a motive for the fishermen to procure this species of matter. We here append a table, showing the amount of American whale fishery from 1771 to 1775.*

STATE of the Whale Fishery in Massachusetts, from 1771 to 1775.

PORTS FROM WHICH THE EQUIPMENTS WERE MADE.	Vessels fitted out annually for the North- ern whale fishery.		Vessels fitted out annually for the South- ern whale fishery.		Seamen employed.	Spermaceti oil taken annually.	Whale oil taken annually.
	number.	tons.	number.	tons.		barrels.	barrels.
Nantucket	65	4,875	85	10,200	2025	26,000	4000
Wellfleet	20	1,600	10	1,000	420	2,250	2250
Dartmouth	60	4,500	20	2,000	1040	7,200	1400
Lynn	1	75	1	120	28	200	100
Martha's Vineyard	12	720	....	....	156	900	300
Barnstable	2	150	....	....	26	240	....
Boston	15	1,300	5	700	260	1,800	600
Falmouth, Barnstable county	4	300	....	....	52	400	....
Swansey	4	300	....	....	52	400	....
Total	183	13,820	121	14,020	4059	39,300	8650

"A few years previous to the revolution, the average price in market for spermaceti oil was about 40*l.* per ton, and for head matter 50*l.* per ton. Common whale oil was about 15*l.* per ton, and the bone was worth about 2*s.* 4*d.* per lb.

"The 'Massachusetts' Bay Restraining Bill,' tending to restrict the commerce of New England, excluded their whaling ships from the banks of Newfoundland; but a special relaxation of the law was made in favour of Nantucket, on account of a petition from the island to that effect.

"Nantucket was found, after the revolutionary war, the principal mart of the whale fishery, in an impoverished condition. The 150 vessels which it owned at the commencement of the war, were dwindled down to a few old hulks, and the grass grew green in the streets; but the characteristic energy which had marked the enterprise of its sturdy settlers, soon exhibited itself upon its old field, the ocean, and the sound of the broad-axe and the hammer were again heard in its dockyards, building and refitting new vessels for its favourite enterprise. In 1785, the business promised great profits. The articles required for the outfits were low, while the price of oil was high. This state of things continued only a short time, for in the latter part of the succeeding year, crude sperm oil sold for 24*l.* per ton, and head matter scarcely commanded 45*l.* per ton. Measures were soon adopted to petition for its protection, and a bounty was granted by the commonwealth of Massachusetts, of 5*l.* for every ton of white spermaceti oil, and 60*s.* for every ton of brown spermaceti oil; for the purpose of encouraging the business, many persons in other parts of the country were induced to embark in the whale fishery, thus increasing the quantity in this country, and diminishing its value. But the consumption was not sufficiently large to make its procuration very profitable; and the encouragement to this commerce which had been given by England, and the consequent quantity carried by their own mariners into that country, cut off American whaling merchants from British markets, especially as

* Pitkin's. Hunt's Magazine.

duties were required to be paid for its importation to Great Britain, after the war of the revolution."—*Hunt's Magazine*.

"Halifax, in Nova Scotia, affords an excellent harbour, opening directly from the Atlantic, and it was thought that a good market would be there provided for whale oil. Inducements were held out to the people of Nantucket to remove there, in 1786 and 1787, and a considerable number settled on a spot opposite Halifax, called Dartmouth, when there were built dwelling-houses, wharfs, spermaceti candle manufactories, stores, and dockyards. Here they carried on the whaling business for several years with success, but were finally induced to remove to Milford Haven, in the west of England, there to prosecute the whale fishery. Nantucket suffered considerably by this settlement, having lost some of its most active and enterprising whalers, still the auspices of the whale fishery grew brighter, oil advanced in price, the number and size of the ships were increased, their voyages were extended, and the vessels from that port which had confined themselves to the West Indies, the coast of Guinea, and different parts of the shores of North America, now extended their ranging grounds to the banks of Brazil, where right and sperm whales were very numerous. The manufacture of sperm candles was increased, and large quantities were not only consumed in this country, but also exported to the West Indies. About this time the domestic consumption of oil was much extended by the establishment of light-houses, and the introduction of machinery into the country; one branch of domestic industry thus aiding the other. In fact, the enterprise invested in this labour was enlarged to such a degree, that the little island of Nantucket, could not furnish sufficient seamen to carry on the whaling voyages from her own port, and many Indians and negroes were imported from the continent, who resided on that island, and became some of the most valuable and active agents of the whale fishery."—*Hunt's Magazine*, Pitkin.

"The principal seaports along New England coast, embarked in the whale fishery, from 1787 to 1789.

STATE of the Whale Fishery, from 1787 to 1789, inclusive.

PORTS FROM WHICH THE EQUIPMENTS WERE MADE.	No. of vessels fitted out annually for the northern whale fishery.	Their Tonnage.	No. of vessels fitted out annually for the southern whale fishery.	Their tonnage.	No. of seamen employed.	Spermaceti oil taken annually.	Whale oil taken annually.
		tons.		tons.		barrels.	barrels.
Nantucket	18	1350	18	2700	487	3800	8,260
Wellfleet, and other ports at Cape Cod	12	720	4	400	112	....	1,920
Dartmouth	45	2700	5	750	650	2700	1,750
Cape Ann .....	...	....	2	350	28	....	1,200
Plymouth	1	60	...	....	13	100	
Martha's Vineyard	2	120	1	100	39	220	
Boston	6	450	...	....	78	360	
Dorchester and Wareham ..	7	420	1	90	104	800	
Total	91	5820	31	4300	1611	7980	13,130

"In 1790, the attention of the people of Nantucket was directed to the seal fishery, profitable voyages for the capture of these animals having been made previously from England, the seals being found upon the same coasts as the whales, and requiring the same outfits and men. The first expedition fitted out from New England was for the coast of Africa. It was not successful, but laid the foundation of a business which has been since prosecuted with energy and profit. During the succeeding year, a number of successful cruises having been made by the English vessels upon the western coast of South America, these foreign enterprises induced the people of Nantucket to range with their ships upon the same coast, and whaling ships then first adventured from this port to the Pacific Ocean, and almost invariably returned with full cargoes. The success of the whalers of Nantucket in the whale fishery induced the people of the neighbouring settlement of New Bedford, which has since arrived to great opulence by this traffic, to increase the number of their whaling ships; and, in 1792, they had enlarged their adventures to a considerable

extent. The market for oil was at this time also very much extended in France ; lamps were sent into that country from England, to encourage its use ; and large shipments were made from the United States, which proved profitable ; but the revolution that afterwards broke out in that country swallowed up all foreign enterprises. The period which the historian of Nantucket has denominated its 'golden age,' was soon turned to an age of bronze by the circumstances of the period, for while the French revolution effectually prevented the importation of the article into that country, most of the foreign markets became glutted; the price of oil in foreign ports fell below that for which it could be obtained in Nantucket, the provisions required for the outfits advanced in value, and ruin stared the whalemén in the face. In addition to these disastrous circumstances, war between France and the United States was expected while the whaling ships afloat were out upon long voyages, and commercial disaster, like the foreboding twilight of an eclipse, overshadowed this important branch of the commerce of the country.

"But notwithstanding all the difficulties which followed, we learn that in 1810 most of the business capital of the island of Nantucket was at sea, and, during that year, six or eight ships were fitted out from that port for the Pacific Ocean. But dark clouds now gathered again upon the commercial sky, and a war with England was threatened. The people who had been engaged in the traffic were soon deprived of the means of subsistence; and, while the motives for adventure in the traffic diminished, the premiums of insurance arose to twenty per cent. Two years afterwards, an embargo was laid upon our commerce, which restriction is generally a sure presage of war. Seven-eighths of the capital of Nantucket were afloat, three-fourths of which were not expected to return for a year; and so great was the apprehension of the declaration of war, that a formal petition was despatched to the British government by the people of Nantucket, through Admiral Cochrane, asking protection for their commerce, and expressing a willingness to remain neutral in the belligerent operation which succeeded. But all this was of no avail, and the navigators of that island, diverted from their ancient business, were left to starve, or to gain a scanty subsistence by fishing around the coast, or by cultivating its barren soil.

"At the close of the war of 1812, the country, it is well known, was involved in one common wreck ; but the elastic energies of the nation revived, and the whale fishery was commenced upon a new foundation, and has been advancing with a gradual and solid growth to the present time. During the year, 1819, it was extended to many points along the coast of New England ; and whale ships were fitted out from New York, Long Island, New London, New Bedford, Cape Cod, and Boston, which have been increasing to the present day, constituting a source of great wealth to the beautiful settlements that are scattered along our northern maritime shores, as monuments of the liberality and enterprise of that high-minded class of men, our American whaling merchants. The growing population of the country, and the increased consumption of the articles produced by the whale fishery from the introduction of machinery ; and the multiplied branches of trade requiring them, together with the more efficient organisation of this enterprise, and the security to its prosecution furnished by the strength of our government, will render it in coming time, as it now is, a lucrative and permanent field of commerce."—*Hunt's Magazine*.

According to Mr. Pitkin, the whole number of vessels engaged in this fishery, in the winter of 1834, was 434, of which, about 384 were ships, and fifty barks and brigs.

The greatest part of these, belong to New Bedford, and Nantucket, and New London. The following is the number of vessels, in these three districts, with their tonnage, and number of men employed, furnished us by the collectors of these districts.

DISTRICTS.	No. of vessels.	Tonnage.	Men.
New Bedford	181	56,352	4445
Nantucket	76	264,72	1860
New London	41	11,251	1081
Total	298	94,075	7392

"The remaining number, being about 136 from the best information obtained, belong to the following ports :—

PORTS.	No. of vessels.	PORTS.	No. of vessels.
Sag Harbour	23	Portsmouth	6
Falmouth	6	Bridgeport	1
Warren	12	Newburyport	3
Bristol	13	Edgerton	6
Newport	6	Salem	5
Hudson	11	Roston	4
Providence	2	New York	5
Fall River	2	Wareham	1
Poughkeepsie	3	Portland	1
Plymouth	5	Wiscasset	1
Gloucester	2	Greenport	2
Newburgh	3		

"The number of vessels employed in the sperm fishery, from New Bedford, was 112, with a tonnage of 37,163, and 2828 men ; and from Nantucket was sixty-nine, with a tonnage of 24,216, and 1684 men. The number, from the other ports, in the same fishery, may be estimated at about eighty, making the whole number, in the sperm fishery, about 261, and in the right whale fishery, about 170.

"The value of the ships employed in the former, with their outfits, has been estimated, by those well acquainted with the business, at 30,000 dollars each ; those in the latter, at 15,000 dollars, and the barks and brigs may be estimated at 10,000 dollars. The following, therefore, may be deemed the value of all the vessels, employed in the whale fishery from the United States, about the 1st of January, 1834, including their outfits.

	dollars.	dollars.
261 ships, in the sperm fishery at	30,000	7,830,000
120 " " right whale fishery "	15,000	1,800,000
50 barks, brigs, &c. "	10,000	500,000
Total		10,130,000

"The entire tonnage of the whaling vessels, in the districts of New Bedford, Nantucket, and New London, as above stated, was 94,075 ; and if we estimate the tonnage of the vessels, in the other ports, in the ratio of the number of vessels, in these three places, the whole tonnage employed in the whaling business, may be stated at 136,000, which is not far from one-tenth of the whole tonnage of the United States ; and by the same ratio, the whole number of men employed, would be about 10,900. The men usually have for their shares, three-tenths of the earnings.

"In 1830, it was calculated, that the following, among many other articles, were consumed by the whale ships.

"Thirty-six thousand barrels of flour ; 30,000 barrels of beef and pork ; 18,000 bolts of duck ; 6,000,000 of staves ; and 2000 tons of cordage.

"The consumption of these articles, as well as others, must have increased since that period.

"About one-half of the common whale oil, finds a market in Europe, one-quarter in the West Indies and South America, and the other quarter in the United States.

"Nearly the whole of the spermaceti oil is consumed in this country ; from one-quarter to one-third being used in the cotton and woollen manufactories ; and in this indirect way, one branch of domestic industry is materially benefited by another.

"And we cannot but observe in this place, that the temperance now practised on board most of these whale ships contributes, in no small degree, to the success of these long and hazardous voyages. We are happy to be able to state, that, in April, 1834, no less than 168 of the whale ships of New Bedford, were what are called temperance ships, furnishing no spirituous liquors, except for the medicine chest.

"Great Britain formerly gave a high bounty on vessels employed in the whale fishery ;

but this bounty ceased in 1824. A duty, however, on foreign oil, was continued, amounting, in the case of spermaceti oil, to a prohibition.

"The South Sea fishery was not prosecuted by the British, until about the commencement of the American revolutionary war. The greatest number of ships engaged in it, in any one year, from 1814 to 1824, when the bounty ceased, was sixty-eight, tonnage 19,755, and employing 1827 men; and, in 1830, only thirty-one ships, with a tonnage of 10,997, and 937 men; and these ships were from the port of London."

OUTFITS OF WHALE SHIPS.

"The outfits required for a whaling ship constitute no inconsiderable item of the expense, amounting, in a vessel which is fitted out for a three years' voyage, to no less a sum than 18,000 dollars, while the hull not unfrequently costs 22,000 dollars more, while many have sailed whose total cost does not vary far from 60,000 dollars. The principal kind of provisions required for the crew upon their voyage, consists of beef and pork, bread, molasses, peas, beans, corn, potatoes, dried apples, coffee, tea, chocolate, butter, besides from 3000 to 4000 casks, made from white oak, and a quantity of spare duck cordage, and other articles which may be required in the course of the voyage. In a ship, which mans four boats, from thirty to thirty-two men are employed. The contract entered into between the crew and the owners of the ship, and contained in the shipping articles that are required to be signed by each sailor, makes it binding on the owners to provide the ship and all the necessary outlays of the voyage; and uppon the crew to perform their duty on board the ship, obeying all proper orders to the end of the voyage. As a compensation, they are entitled to such part of the oil, or whatever else may be obtained, as shall be agreed upon for their services; and if, in case of death or accident, any portion of the crew is unable to perform his part of the voyage, they or their legal representatives are empowered to draw, in their own right, whatever of compensation would have fallen to their share had the voyage been completed, this compensation being proportioned to the time they shall have served. The 'lays,' or shares of the captain, officers, and crew, are measured by the amount of their experience and value in the voyage."

The annexed enumeration of the quantities of many articles of foreign and domestic produce required in the outfit of whale ships, which sailed during 1841, is derived from the *Nantucket Enquirer*—good authority on all matters pertaining to this branch of commerce. The American whalers have increased from a few frail boats, hardly venturing from the shore, to a fleet of 650 sail of 190,000 tons burden, a monument reared upon the broad ocean, where the world may sail and read the chivalrous and enriching results of New England perseverance, energy, and industry. Other nations have not been negligent in encouraging this fishery; but in all cases with but little good effect. Notwithstanding bounties, loans, royal grants, and monopolies, have been showered upon the adventurous whalers of other nations, the fishery has died under these lavishments until America and New South Wales only import enough for their own consumption:—

ARTICLES.		Quantities.	ARTICLES.		Quantities.
Flour.....	barrels	45,240	White lead.....	lbs.	174,600
Pork and beef.....	"	46,030	Paint oil.....	gallons	11,980
Molasses.....	gallons	204,500	Cotton and calicoes.....	yards	673,000
Coffee.....	lbs.	226,480	Butter.....	lbs.	226,453
Sugar.....	"	203,700	Vinegar.....	barrels	2,113
Tea.....	"	90,560	Beans, peas, and corn.....	bushels	26,842
Rice.....	"	204,500	Cheese.....	lbs.	45,240
Duck.....	pieces	22,680	Hams.....	"	44,950
Cordage.....	tons	2,530	Dried apples.....	"	226,480
Iron hoops.....	"	2,716	Dried fish.....	"	281,140
Staves.....	barrels	580,000	Tobacco.....	"	452,000
Copper.....	sheets	290,170	Soap.....	boxes	4,520
Tar.....	barrels	4,250			

We add the following interesting account of the equipment and expense of fitting 180 Dutch whale ships for the Greenland fishery, in the eighteenth century:—

EQUIPMENT.	Expense.	EQUIPMENT.	Expense.
	florins.		florins.
36,000 new dasks.....	108,000	Brought forward.....	403,100
2,700,000 hoops, for repairing old dasks, &c....	43,000	60,000 lbs. of Friesland pork.....	8,000
Coopers' wages.....	21,000	144,000 lbs. of cheese.....	18,000
172,000 lbs. of cordage.....	35,000	20,000 lbs. of Texel and Leyden cheese.....	1,500
Making and repairing boats, with their stores, &c.....	15,000	10,800 barrels of beer.....	27,000
Iron work, nails, smiths' wages, &c.....	5,000	3,000 sacks of peas, barley, &c.....	40,500
408,000 lbs. of beef, &c.....	40,000	Herring and salt-fish.....	3,000
2,800 firkins of butter, of eighty or ninety Amsterdam lbs. each.....	57,000	Various cooks' and cabin furniture, expenses of transporting stores on board, &c.....	38,000
150,000 lbs. of stock-fish.....	12,000	Hard money to seamen.....	180,000
550,000 lbs. biscuit.....	40,000	Wages of the seamen, payable on the return of the ships, and other incidental expenses during the voyage.....	540,000
72,000 lbs. of soft bread.....	18,000	For the freight or hire of ships, at the rate of 3000 florins for each ship.....	540,000
550 ankers of Geneva.....	5,500		
Sugar, spices, &c.....	3,000		
Carried forward.....	403,100	Total of advances for 180 whale fishing ships.....	1,799,100

SHIPPING arrived from the Whale Fishery at the different Ports, and the number of Barrels of Sperm and Whale Oil Imported into the United States, in 1841.

PORTS OF ARRIVAL.	Ships and Barks.	Brigs.	Schooners.	Spermaceti.	Whale.
	number.	number.	number.	barrels.	barrels.
New Bedford.....	48	7	2	54,860	49,510
Nantucket.....	21	2	1	39,891	3,405
Fairhaven.....	13	0	0	8,280	18,430
Dartmouth.....	1	0	0	2,200	
Westport.....	3	3	0	3,180	
Mattapoisett and Sippican.....	2	0	0	2,280	79
Wareham.....	0	3	0	1,430	220
Edgartown.....	2	1	0	3,169	50
Holmes' Hole.....	1	0	0	500	1,200
Fall River.....	2	0	0	950	900
Newburyport.....	1	0	0	400	400
Plymouth.....	0	1	3	500	13
Salem.....	1	0	0	275	1,300
Boston.....	2	5	0	6,216	1,000
Falmouth.....	1	0	0	1,300	379
Provincetown.....	0	5	1	1,025	40
Newport.....	1	2	0	2,297	25
Bristol.....	3	3	0	2,930	175
Warren.....	5	1	0	3,115	5,300
Providence.....	3	0	0	1,670	7,350
New London.....	15	1	2	4,115	27,890
Stonington.....	3	0	0	1,500	5,660
Mytic.....	1	1	0	600	1,600
Sagharbor.....	22	1	0	5,310	48,620
Groenport.....	4	0	0	1,000	6,502
New Suffolk.....	1	0	0	260	1,200
Bridgeport.....	2	0	0	400	3,700
Hudson.....	1	0	0	300	2,300
Poughkeepsie.....	1	0	0	500	2,000
Wilmington.....	4	0	0	5,000	2,400
Newark.....	1	0	0	40	2,460
Coldspring.....	2	0	0	....	4,250
Jamesport.....	1	0	0	150	1,550
Wiscasset.....	1	0	0	000	1,200
Portland.....	1	0	0	300	2,900
New York.....	1	0	0	....	1,000
Total in 1841.....	171	42	9	157,643	205,164
Arrived in 1840.....	175	42	6	156,455	203,441

PROGRESS of the Whale Fishery from 1815 to 1841, inclusive; showing the Number of Barrels of Oil Imported into the United States, in each Year.

YEARS.	Spermaceti.	Whale.	YEARS.	Spermaceti.	Whale.	YEARS.	Spermaceti.
	barrels.	barrels.		barrels.	barrels.		barrels.
1841.....	157,343	205,064	1832.....	70,067	179,241	1823.....	87,236
1840.....	156,445	203,441	1831.....	110,592	113,948	1822.....	42,900
1839.....	141,664	223,523	1830.....	106,829	86,274	1821.....	46,000
1838.....	129,400	226,710	1829.....	79,840		1820.....	34,708
1837.....	182,569	215,110	1828.....	73,077		1819.....	21,823
1836.....	133,321	133,050	1827.....	93,180		1818.....	16,625
1835.....	175,130	125,100	1826.....	32,840		1817.....	32,650
1834.....	120,624	122,292	1825.....	62,240		1816.....	7,539
1833.....	112,171	159,166	1824.....	92,380		1815.....	3,944

THE Value of Common Whale Oil and Bone, and of Spermaceti Oil and Candles, Exported from 1802 to 1833, was as follows:—

Y E A R S.	Whale (common) oil and bone.	Sperm, oil and candles.	Y E A R S.	Whale (common) oil and bone.	Sperm, oil and candles.
	dollars.	dollars.		dollars.	dollars.
1803.....	280,000	175,000	1819.....	431,000	132,000
1804.....	310,000	70,000	1820.....	636,000	113,000
1805.....	315,000	163,000	1821.....	350,480	175,117
1806.....	418,000	182,000	1822.....	311,415	157,286
1807.....	476,000	130,000	1823.....	432,115	221,309
1808.....	68,000	33,000	1824.....	104,272	306,014
1809.....	160,000	130,000	1825.....	296,425	219,867
1810.....	222,000	132,000	1826.....	236,845	311,621
1811.....	78,000	273,000	1827.....	221,604	304,281
1812.....	50,000	141,000	1828.....	181,279	440,047
1813.....	2,500	10,500	1829.....	495,163	354,809
1814.....	1,000	9,000	1830.....	680,694	287,910
1815.....	57,000	144,000	1831.....	688,282	271,356
1816.....	116,000	89,000	1832.....	1,196,324	305,434
1817.....	231,000	112,000	1833.....	1,110,139	302,040
1818.....	495,000	294,000			

This extensive branch of the trade of this country is placed in a shape in the following table, that shows the import, export, and value of the export of the produce the hardy sons of the east obtain from the depths of the fathomless ocean.

THE following is a Statement of the Quantity (in barrels) of Sperm and Whale Oil Imported into the United States, from the 1st of January, 1834, to the 1st of August, 1843.

Y E A R S.	Sperm.	Whale.	Y E A R S.	Sperm.	Whale.
	barrels.	barrels.		barrels.	barrels.
1834.....			1839.....	142,336	229,783
1835.....			1840.....	157,741	207,908
1836.....	129,000	131,157	1841.....	159,404	207,348
1837.....	181,723	219,133	1842.....	165,917	161,041
1838.....	132,456	216,352	1843, to August 1.....	113,986	160,617

THE following is a Statement of the Quantities and Value of Sperm Oil, Whale, and other Fish Oils, and Whalebone, Exported from the United States, annually, from the 1st of October, 1836, to the 30th of September, 1842:—

Y E A R S.	S P E R M O I L.		WHALE AND FISH OILS.		WHALEBONE.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	barrels.	dollars.	barrels.	dollars.	lbs.	dollars.
1836.....	4,925	119,787	791,900	1,049,466	731,500	187,608
1837.....	5,619	151,875	115,017	1,271,546	1,329,560	223,662
1838.....	5,295	137,809	153,154	1,556,775	1,644,570	321,458
1839.....	2,731	85,015	47,000	515,494	1,445,098	280,790
1840.....	13,797	430,490	143,519	1,101,981	1,892,759	310,379
1841.....	11,091	343,300	130,124	1,260,660	1,211,363	259,148
1842.....	9,135	233,144	121,118	1,315,111	918,280	245,382

By the above tables, it will be seen that the imports have been so fluctuating that the business appears to be on the decline. Such is not, however, the fact. More ships are in commission this year than ever before; but the vessels afloat have not been as successful, comparatively, as in former years. The additional number engaged will swell the imports up, by the 1st of January, 1844, to an amount larger than any previous year.

The whole number of vessels employed in the whale fisheries, out of the ports of the United States, is 645, belonging as follows. In 1843:—

PORTS.	Ves- sels.	PORTS.	Ves- sels.	PORTS.	Ves- sels.	PORTS.	Ves- sels.
No.	No.	No.	No.	No.	No.	No.	No.
New Bedford	217	Wareham	7	Fall River	7	Bridgeport	3
Fairhaven	45	Provincetown	16	Freetown	1	Sag Harbour	44
Palmouth	6	Plymouth	7	Portsmouth	1	Cold Spring	3
Edgartown	10	Newburyport	1	Providence	8	Greenport	7
Holmes' Hole	3	Boston	4	Bristol	8	Hudson	2
Nantucket	86	Lynn	2	Warren	20	Poughkeepsie	2
Dartmouth	1	Salem	8	Newport	12	New York	2
Westport	11	Somerset	2	Stonington	20	Wilmington (Del) ..	3
Rippican	7	Ducksbury	1	Mystic	8		
Mattapovett	10	New Suffolk	1	New London	50		

Of the 645 vessels employed, only 112 were in port on the 22nd instant, leaving 533 vessels afloat, actively engaged in obtaining cargoes. Many of these vessels are daily looked for, and the reports of those absent exhibit a very favourable condition of the trade.

Sperm oil does not bring in this market so high prices as it used to in previous years; but whale oil and whalebone are at present in active demand, at as fair prices as we have quoted for some years past.

The prices of sperm and whale oil, and whalebone, from 1838, to 1842, inclusive, were as follows:—

YEARS.	Sperm Oil.		Whale Oil.		Whalebone.	
	cts.	cts.	cts.	cts.		
1838	75 to 97	av. 83	30 to 37	av. 32	17 to 21	av. 19½
1839	98 " 110	" 103	30 " 39	" 34½	17 " 19	" 18½
1840	90 " 106	" 100	30 " 32	" 30½	18 " 22	" 19
1841	81 " 105	" 94	30 " 36	" 31½	18 " 23	" 19½
1842	64 " 92	" 73	32 " 38	" 33½	20 " 32	" 23
1843	53 " 78	" 63	31 " 40	" 31½	26 " 50	"

Average prices for the six years above, are—

Sperm oil	80
Whale oil	32 5-6
Whalebone	22½

The *New Bedford Shipping List* gives the following estimate of Ships and Oil to arrive in 1844:—

	Sperm.	Whale.
barrels.	barrels.	
There are seventy-two sperm whale ships which may arrive in 1844 (that will be thirty-six to sixty months out), with 15,000 barrels sperm, and 120 barrels whale each	108,000	10,800
Three sperm whale ships that may arrive in 1844 (that shipped a part or the whole of their sperm oil home in 1843), with 500 barrels sperm and 500 barrels whale each ..	1,500	1,500
One hundred and six two season right whalers that may arrive in 1844, with 1950 barrels whale and 250 barrels sperm each	26,800	206,700
Ten one-season right whalers may arrive in 1844, with 100 barrels sperm and 1400 barrels whale each	1,000	14,000
Forty Atlantic sperm whalers that may arrive in 1844, with 275 barrels sperm and twenty-five barrels whale each	11,000	1,000
Estimated quantity to be sent home from outward-bound whalers, &c.	3,500	
Deduct for oil to be sold in South America	148,500	234,000
	....	8,000
Total	148,500	226,000

NUMBER of gallons of Whale Oil Exported from United States.

EXPORTED TO	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Russia.....	.....	.....	.....	.....	.....	24,072	.....	.....	.....	22,535
Prussia.....	.....	.....	.....	.....	14,320	.....	.....	.....	.....	.....
Sweden.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31,563
Swedish West Indies.....	.....	.....	871	399	507	1,034	1,819	6,805	.....	71,999
Denmark and Norway.....	.....	.....	.....	.....	4,885	.....	.....	.....	.....	44,440
Danish West Indies.....	2,021	236	1,546	9,131	3,350	6,185	13,692	185,121	.....	10,486
Holland.....	.....	.....	2,138	18,080	79,673	55,595	37,553	31,610	.....	10,947
Dutch West Indies.....	10,733	12,315	21,836	37,288	56,597	4,510	14,949	12,430	4,115	6,760
Great Britain.....	10,706	19,642	18,813	60,007	12,390	.....	2,000	.....	.....	26,087
British West Indies.....	10,927	17,907	40,075	22,759	26,248	22,187	49,245	30,879	12,965	.....
Hamburg, Bremen, &c.....	.....	.....	18,223	17,450	48,986	.....	4,440	32,140	.....	.....
France.....	.....	13,685	127,128	175,715	288,857	325,568	342,837	290,959	37,793	8,810
French West Indies.....	18,349	46,609	20,777	64,006	16,176	39,331	34,248	15,992	16,122	20,636
Spain.....	84,413	70,257	54,681	65,551	38,348	83,230	195,393	161,331	97,306	56,466
Spanish West Indies.....	20,287	17,541	8,480	12,897	6,167	25,512	33,273	17,695	2,996	36,058
Portugal.....	.....	.....	14,282	2,380	4,184	2,056	.....	16,100	.....	22,319
Madeira.....	2,740	4,785	4,528	5,612	8,525	6,332	10,120	21,842	8,712	.....
West Indies (generally).....	.....	5,474	15,082	29,889	22,033	31,931	32,824	17,533	3,292	.....
Europe.....	.....	.....	1,700	870	507	20,210	31,875	.....	.....	.....
Average price.....	.....	.....	.....	.....	.....	.....	50 cts.	50 cts.	44 cts.	41 cts.

EXPORTED TO	1810	1811	1812	1813	1814	1815	1816	1821	1822	1823
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Russia.....	6,797	.....	.....	.....	.....	.....	.....	.....	.....	15,598
Prussia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56,241
Sweden.....	77,958	11,123	5,509	.....	.....	.....	.....	66,689	30,548	1,150
Swedish West Indies.....	13,102	7,358	3,895	192	.....	33	59	3,061	4,880	900
Denmark and Norway.....	80,156	.....	.....	.....	.....	.....	.....	26,984	24,273	6,717
Danish West Indies.....	1,080	.....	.....	.....	.....	.....	616	5,667	14,763	392,679
Holland.....	.....	.....	.....	.....	.....	.....	16,211	102,965	100,200	29,519
Dutch West Indies.....	7,205	.....	.....	.....	.....	1,000	3,957	23,195	26,438	46,482
Great Britain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,200
British West Indies.....	17,120	15,822	4,087	.....	.....	3,796	3,021	.....	501	341,649
Hamburg, Bremen, &c.....	.....	.....	.....	.....	.....	.....	.....	377,235	438,765	188,758
France.....	.....	46,099	450	.....	.....	22,547	80,161	2,081	15,264	30,640
French West Indies.....	.....	2,315	2,315	.....	270	4,731	1,297	44,224	33,901	120,145
Spain.....	57,609	.....	10,962	.....	.....	15,070	4,768	100,698	78,526	2,005
Spanish West Indies.....	26,284	23,536	11,817	4,787	520	1,821	6,740	1,816	346	96,719
Portugal.....	170,468	34,759	30,714	.....	.....	359	33,040	35,220	52,915	1,241
Madeira.....	23,650	5,978	4,958	.....	.....	4,130	300	15,698	4,519	3,699
West Indies (generally).....	2,017	1,692	9,616	.....	.....	7,293	9,902	5,740	4,126	.....
Europe.....	.....	5,204	.....	.....	.....	.....	.....	.....	.....	.....
Cuba.....	.....	.....	.....	.....	.....	.....	.....	72,966	21,183	50,418
Hayti.....	.....	.....	.....	.....	.....	.....	.....	11,827	17,471	7,827
Brazil.....	.....	.....	.....	.....	.....	.....	.....	511,312	36,113	36,376
Average price.....	40 cts.	40 cts.	50 cts.	50 cts.	140 cts.	83 cts.	65 cts.	.....	.....	.....

EXPORTED TO	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Russia.....	.....	1,300	.....	.....	.....	2,938	.....	.....	.....	47,626
Prussia.....	22,856	4,074	28,301	.....	22,272	.....	.....	20,670	39,001	63,552
Sweden.....	25,529	17,253	3,274	.....	3,112	27,287	25,196	27,597	21,653	68,582
Swedish West Indies.....	4,003	60	1,154	217	785	183	.....	289	120	78,781
Denmark and Norway.....	12,621	.....	.....	.....	.....	.....	14,297	32,284	87,237	8,892
Danish West Indies.....	21,104	4,789	11,110	4,975	10,550	4,831	1,811	4,380	6,739	919,413
Holland.....	244,672	140,689	11,114	42,394	94,246	485,110	876,492	40,907	1,108,021	15,450
Dutch West Indies.....	28,200	22,147	35,159	13,265	24,067	17,467	17,020	20,453	26,627	53,106
Great Britain.....	.....	.....	.....	.....	.....	.....	.....	14,138	58,554	298
British West Indies.....	566	968	12,503	33	.....	.....	.....	.....	.....	49,610
Hamburg, Bremen, &c.....	278,599	270,092	240,159	94,351	106,053	516,751	690,265	656,563	1,038,286	1,256,111
France.....	77,923	99,621	35,603	30,112	2,832	6,404	4,271	64,542	129,562	5,167
French West Indies.....	44,850	41,751	38,427	5,109	8,037	7,069	6,362	6,213	8,855	96,950
Spain.....	242,087	95,422	73,799	18,340	29,473	48,412	118,590	98,488	125,096	1,685
Spanish West Indies.....	2,161	1,206	580	2,130	2,730	2,143	455	912	3,069	83,181
Portugal.....	67,079	205,425	40,212	128,547	19,916	30,168	.....	.....	52,480	18,595
Madeira.....	25,242	17,220	13,125	3,312	7,716	15,805	11,583	9,106	7,377	2,820
West Indies (generally).....	3,588	4,282	4,744	3,348	480	1,568	1,158	3,359	3,116	.....
Europe.....	.....	.....	.....	.....	.....	.....	.....	71,154	72,000	.....
Cuba.....	66,029	53,348	32,118	58,665	27,547	23,736	35,051	74,744	68,633	4,025
Hayti.....	18,370	14,740	14,919	11,238	14,512	9,132	3,501	7,918	27,967	72,031
Brazil.....	44,238	31,236	22,208	16,902	4,965	18,980	11,576	4,211	8,565	.....

SPERMACEI Oil Exported from the United States.

EXPORTED TO	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Denmark and Norway.....	.....	.....	262	.....	.....	235	.....	676	.....	.....
Danish West Indies.....	367	720	475	.....	.....	.....	395	380	220	.....
Dutch West Indies.....	2,000	781	.....	245	2,145	.....	.....	1582	.....	.....
Great Britain.....	204,717	66,809	.....	42,540	540	56,733	12,827	7326	.....	50,652
British West Indies.....	2,443	6,102	1,319	253	2,040	648	2,102	1114	336	.....
France.....	.....	7,291	13,226	.....	.....	5,652	10,798	9190	.....	.....
French West Indies.....	2,120	4,354	591	1,416	.....	609	9,602	3603	.....	.....
Spain.....	3,819	.....	7,980	2,530	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	0,196	4,384	.....	.....	.....	2,801	4,831	2910	.....	.....
Portugal.....	.....	.....	1,667	.....	.....	.....	.....	.....	.....	.....
Madeira.....	.....	.....	1,225	.....	.....	.....	.....	.....	.....	.....
West Indies (generally).....	.....	1,148	594	.....	338	5,101	.....	1983	.....	.....
Average price.....	.....	.....	.....	.....	.....	.....	80 cts.	1 dlr.	60 cts.	60 cts.

EXPORTED TO	1810	1811	1812	1813	1814	1815	1816	1821	1822	1823
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Denmark and Norway.....	.....	.....	.....	.....	.....	.....	.....	1,447	285	22
Danish West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dutch West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Britain.....	62,307	135,773	63,001	.....	.....	.....	758	202	.....	292
British West Indies.....	.....	.....	20	.....	.....	.....	.....	.....	.....	906
France.....	.....	.....	.....	.....	.....	5,273	.....	150	234	.....
French West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	62
Spanish West Indies.....	1,507	.....	120	.....	.....	.....	.....	.....	.....	.....
Portugal.....	.....	.....	.....	.....	.....	3,135	.....	.....	.....	.....
Madeira.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Indies (generally).....	.....	.....	.....	.....	.....	.....	818	333	.....	.....
Cuba.....	.....	.....	.....	.....	.....	.....	.....	4,613	2,801	10,658
Hayi.....	.....	.....	.....	.....	.....	.....	.....	90	1,052	1,212
Brazil.....	.....	.....	.....	.....	.....	.....	.....	.....	600	.....
Average price.....	75 cts.	1 25 dlr.	1 dlr.	.....	.....	1 dlr.	1 02 dlr.	.....	.....	.....

EXPORTED TO	1824	1825	1826	1827	1828	1829	1830	1831	1832	1833
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Denmark and Norway.....	112	1,827	550	773	223	2,488	1,896	2,555	180	450
Danish West Indies.....	410	64	200	63	1,392	186	145	137	207	59
Dutch West Indies.....	.....	.....	.....	5,332	217,529	108,356	220	.....	816	626
Great Britain.....	36	180	600	83	.....	.....	.....	1,421	00	84
British West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
French West Indies.....	518	.....	1,940	125	584	530	610	.....	.....	.....
Spain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spanish West Indies.....	186	.....	.....	95	161	221	5	.....	.....	.....
Portugal.....	1,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
Madeira.....	.....	.....	.....	.....	.....	245	288	411	.....	2,479
West Indies (generally).....	241	.....	.....	.....	.....	129	.....	2,907	1,639	659
Cuba.....	12,412	19,023	23,811	60,145	24,824	24,956	40,114	58,355	38,789	36,562
Hayi.....	2,630	3,191	1,607	1,277	1,930	1,294	807	375	1,115	146
Brazil.....	2,699	261	.....	30	378	.....	1,407	29	.....	1,839

COUNTRIES to which Whalebone has been Exported from 1834 to 1843, inclusive.

COUNTRIES.	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Belgium.....	45,281	10,020	24,478	6,490	53,998	24,948	30,134	.....	43,552	23,588
Hanse Towns.....	150,799	83,954	121,485	326,715	532,077	680,705	936,763	605,018	808,615	340,878
France.....	677,908	177,003	382,659	612,577	966,423	678,248	870,659	85,547	551,891	3,532
Italy.....	.....	.....	2,878	.....	7,062	.....	2,956	3,053	.....	11,540
Holland.....	.....	.....	.....	22,434	30,890	30,643	13,377	19,405	14,722	86,981
United Kingdom.....	.....	.....	.....	60,762	49,530	33,336	29,320	.....	.....	187,185
Other places.....	.....	.....	.....	529	.....	420	50	557,460	.....	295,119
Total lbs.....	.....	.....	.....	.....	.....	.....	1,802,250	1,271,383	918,280	698,773
Value, dollars.....	.....	.....	.....	.....	.....	.....	310,379	250,148	225,382	287,481

NUMBER of Gallons of Spermaceti and Whale Train Oil Exported from the United States to the following Countries:—

DESTINATION.	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.	gallons.
Prussia, spermaceti.....	48,862	82,770	39,521	107,060	137,123	3,088	96,166	375,754	345,547	407,342
" whale.....	82	32	47,475	..	..	..	..	..	1,351	6,162
Hanse Towns, spermaceti....	796,269	965,384	893,654	1,328,775	1,693,601	652,536	1,392,321	1,412,515	1,108,399	1,123,950
" whale.....	1,010	303	796	324	941	620	992	735	840	182
Danish West Indies, sperm..	4,595	110,253	6,171	2,409	5,229	3,053	4,344	4,730	3,382	4,674
" whale.....	..	..	..	..	..	..	344	..	..	..
Holland, spermaceti.....	1,011,916	577,206	902,708	1,203,101	1,165,169	512,249	1,990,677	1,255,885	1,648,082	399,131
" whale.....	163	..	..	..	..	..	..	..	..	845
Belgium, spermaceti.....	420,322	282,620	490,501	338,903	858,723	31,033	431,875	252,619	367,920	119,881
" whale.....	504	816	787	169	833	557	860	543	99	224
Haiti, spermaceti.....	18,691	12,399	6,136	8,453	16,003	6,004	11,930	6,376	6,465	4,146
" whale.....	48,554	55,637	94,230	80,183	92,929	69,008	53,322	84,563	92,062	94,151
Cuba and Porto Rico, sperm..	51,938	68,177	78,548	73,400	98,236	108,751	117,690	155,527	104,978	127,792
" whale.....	3,427	3,336	7,122	1,244	209	3,574	3,819	2,903	932	5,205
Mexico, spermaceti.....	1,977	6,549	..	671	40	3,112	5,140	2,038	1,002	1,481
" whale.....	4,331	913	915	..	586	..	12	50	893	825
British America, spermaceti..	30	2,020	4,013	995	..	120	1,837	970	7,330	1,075
" whale.....	..	..	..	1,353	..	..	..	..	..	..
Denmark, spermaceti.....	23,500	73,850	50,541	98,293	29,663	46,729	60,285	30,006	..	1,987
" whale.....	163	..	99	150	33	1,124	..	70	860	957
Dutch West Indies, sperm..	20,742	8,174	20,963	12,403	13,317	16,585	205,194	12,086	11,837	6,795
" whale.....	..	113	200	..	247	..	..	202	370	..
Sweden and Norway, sperm..	78,376	..	25,968	91,114	26,481	35,930	81,760	221,891	96,645	..
" whale.....	185	..	1,728	206	2,467	35	165	180	96	..
Brazil, spermaceti.....	72,772	..	9,032	84,520	3,810	20,318	17,771	46,710	23,763	2,405
" whale.....	..	..	..	28,542	65,542	5,892	373,530	257,136	185,830	325,944
United Kingdom, spermaceti..	2,600	..	..	51,102	200,134	7,111	38,492	50,891	63,707	68,798
" whale.....	..	..	..	..	..	..	..	614	225	23,977
France, spermaceti.....	11,417	..	..	55,615	26,645	..	..	3,614	3,311	9,253
" whale.....	02,753	2,822	3,810	3,201	4,591	2,155	1,346	2,966	3,237	6,663
Other places, spermaceti.....	50,892	29,167	35,513	103,309	50,033	31,041	202,765	263,492	146,560	141,826
" whale.....	..	..	..	..	..	..	..	..	..	..

NUMBER of Pounds of Spermaceti Candles Exported.

EXPORTED TO	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Prussia.....	..	..	896	..	400	..	..	..	..	565
Sweden and Norway.....	820	1,319	3,386	14,630	7,496	1,986	615	..	2,367	..
Swedish West Indies.....	..	..	2,237	..	4,311	920	2,218	1,482	2,547	750
Danish West Indies.....	49,607	53,254	89,295	16,561	59,270	26,371	54,425	..	49,521	58,213
Denmark.....	..	..	..	..	915	..	710	1,772	..	2,407
Holland.....	..	2,763	8,311	1,479	4,056	2,107	1,801	759	2,136	4,232
Dutch East Indies.....	4,974	33,480	11,043	8,262	7,761	1,451	..	1,000	6,500	31,941
Dutch West Indies.....	17,405	21,265	39,424	9,081	21,761	8,800	7,368	11,848	19,547	13,335
Belgium.....	..	810	553	..	1,002	..	60	1,282	126	70
Hanse Towns.....	1,320	656	606	6,099	7,317	2,377	260	13,826	3,953	23,525
Gibraltar and Malta.....	13,182	11,663	5,989	13,850	23,544	5,692	123	819	12,883	12,185
British East Indies.....	6,687	16,005	20,351	17,785	9,405	4,226	9,155	..	73,748	50,117
British West Indies.....	29,658	26,839	50,080	32,376	80,601	16,645	20,430	..	31,504	64,220
British America.....	7,531	5,402	6,489	4,794	1,197	4,291	2,926	3,178	11,811	4,129
United Kingdom.....	..	2,986	..	..	..	..	350	242	18,281	35,100
France.....	1,806	1,139	531	5,942	9,235	287	..	62	1,000	839
French West Indies.....	6,197	8,862	7,364	7,041	4,921	6,324	5,574	4,191	7,111	10,505
Haiti.....	45,900	60,402	34,261	31,413	34,988	17,984	18,280	12,952	7,997	46,923
Spain.....	1,898	..	7,446	3,959	3,501	..	8,826	1,621	8,547	777
Cuba and Porto Rico.....	273,659	200,877	281,871	272,300	317,673	10,226	231,150	130,401	205,845	184,504
Portugal, Madeira, &c.....	7,087	32,647	7,480	24,994	12,073	1,809	28,446	2,782	6,257	1,049
Trieste and Italian Ports.....	810	19,573	8,745	8,819	20,371	1,432	957	1,545	460	6,969
China.....	1,812	4,687	660	2,250	591	4,659	8,310	5,415	4,676	34,239
Mexico.....	82,228	73,482	48,399	37,784	64,092	27,595	10,248	48,495	39,535	100,315
Texas.....	..	..	..	15,637	24,132	33,850	20,757	20,177	9,731	2,087
Columbia, Honduras, and Central America.....	28,374	41,227	38,993	43,819	48,227	20,531	89,829	8,694	10,518	5,988
Brazil.....	115,392	213,301	245,185	142,697	233,866	109,878	184,657	138,774	192,200	146,535
Chili.....	59,498	35,218	26,590	89,525	19,466	26,384	67,367	52,282	53,839	61,983
Peru.....	13,172	..	..	25,150	6,500	..	..	..	..	..
West Indies (generally).....	5,036	3,027	4,081	8,035	7,785	1,175	4,682	11,305	5,067	1,806
South America (generally).....	60,021	12,944	20,458	9,151	12,803	4,696	19,611	59,220	66,225	53,946
Europe (generally).....	3,539	20,205	10,684	933	4,847	..	..	..	5,711	16,582
Africa (generally).....	5,092	8,500	15,225	6,483	11,506	15,000	7,300	27,335	11,069	17,580
Asia (generally).....	..	8,077	..	..	11,728	4,771	2,571	38,106	34,808	38,407
Quantity, lbs.....	846,856	925,287	1,006,087	891,499	1,077,071	362,733	817,595	599,657	986,010	965,073
Value in dollars.....	257,718	284,019	341,907	291,510	340,831	178,142	332,333	..	..	..

American System of Whale Fishing.—When sailors' wages are high at New York or Boston, they are difficult to be procured; for the whalefishers are paid by *lays* instead of wages. These *lays* are of course dependant upon various circumstances; but, generally, the captain's lay is one-seventeenth part of all which is obtained; the first officer's, one-twenty-eighth part; the second officer's, one-forty-fifth; the third officer's, one-sixtieth; the boat-steerer draws from an eightieth to a hundred-and-twentieth; and the common sailor before the mast, from a hundred-and-twentieth to a hundred-and-fiftieth, according to his experience, activity, and strength. On the outward passage, the crew are divided into two watches, similar to those which exist in the merchant service.

The American whaling ships generally pass to the Pacific, by the way of Cape Horn; some sail by the eastern route, south of New Holland; others pursue the whales in the Indian Ocean, the vicinity of Madagascar, and the Red Sea, reach the Pacific through the straits of Timor, between New Guinea and the Pelew Islands, and sail to the coast of Japan. Every part of the Pacific is explored by the hardy and bold American whalefishers, and many new discoveries have been made by them.

The right whale is of the largest class. These were taken by the Americans as far back as in 1761, in the Gulf of St. Lawrence; they are said to have produced 230 barrels of oil; and as the vessels then employed did not exceed sixty tons' burden, a single whale made a full cargo. The bone from a whale of this size, sometimes weighed 3000 lbs., each of which was worth a dollar, and the slabs were frequently ten feet in length. Their food consists of a species of animal not larger than a spider, and similar in form, called "bret," which swim near the surface of the water, and tinge it for acres with a reddish cast. The difference between the right whale and the sperm is known at a distance by the manner of spouting. The right whale has two spout holes, and throws the water in two perpendicular streams, that widen as they rise. The "hump-back" and the "fin-back" spout in the same manner. The sperm-whale spouts in a single stream, thrown forward from its head, at an angle of about forty-five degrees.

A sperm whale, about sixty feet long, is usually about twenty-four feet in circumference; the distance from one point of the tail to the other is about seven feet. The length of the fin is about three feet and a half; about fourteen feet being the length of the jaw-bone. The spout-holes, or nostrils, are situated about ten inches from the end of the nose; from which to the eyes, the distance is not above fourteen feet. The skin is about the thickness of one inch; the blubber, on the ribs, about five inches, and upon the breast nine inches; the blubber being about one-sixth part of the whole of the animal. Whales of eighty feet long, have the blubber thicker in proportion.

The head of the sperm whale is in size equal to one-third part of the size of the body, has a blunt appearance, with a front like the breakwater of a ship, and at its junction with the neck, there is a large hump or bunch. From what might be named the shoulder, is the thickest part of the body, about one-third of its length, until what is called the "small," or beginning of the tail, where there is another hump seen, and from which a smaller ridge runs down towards the extremity, to the "flukes" or fins of the tail. The "flukes" consist of two triangular, horizontal fins, about six feet long, and twelve or fourteen feet broad, in those of the largest size. The great power of the muscles of these flukes, renders them a formidable means of defence, and an object of terror to the whaleman. In the upper part of the head there is a large triangular cavity, which is called the "case," containing the oily fluid that after death is congealed into that yellow, granulated mass, which we name spermaceti. Beneath this case and the nostril, there is a thick mass of substance, elastic in its nature, which is called the "junk," and formed of a cellular tissue, and infiltrated with fine sperm oil and spermaceti. The mouth extends throughout the whole length of the head, containing in the lower jaw forty-two teeth of formidable dimensions, and when open, it is as capacious as a middle-sized room, and the roof is covered with a kind of coarse hair, through which it strains the food. The throat, unlike that of the Greenland whale, is large enough to admit the body of a full-grown man. The eyes are small, situated far back on each side of the head. They have eyelids, the lower ones are moveable. A short distance behind the head are the swimming fins, which appear to serve them not only for the purpose of swimming but to hold their young. The size of a full-grown sperm whale is estimated to be about eighty-four feet in length; the depth

of the head from eight to nine feet, and the breadth five to six feet; the swimming fins about six feet long and three broad; and the circumference of the body thirty-six feet. The skin of the sperm whale is smooth and without scales. The colour of the skin is dark over the greater part of its surface, but especially so on the upper part of the head, the back, and near the flukes, where it is quite black; on the sides it is of a lighter shade, and on the breast silvery gray. Aged "bulls," as they are termed by whalers, frequently have a portion of gray on the nose, above the fore part of the upper jaw, and these are then said by whalers to be "gray-headed." The blubber encircles the body, and is termed by the sailors "the blanket." It is of a light yellow colour, and when melted down, becomes the sperm oil. The ordinary food of this species of whale appears to be a sort of sepia, or cuttle-fish, called the squid.

The ordinary motion of the whale is slow, swimming, as they do, at the rate of from two to four miles an hour; but they can go through the water at from ten to twelve miles an hour.

"The sperm whales herd in large schools, the females being protected by from one to three of the other species. The males appear jealous of intrusion, and fight with great power to prevent it. The large whales generally go alone in search of food, and when seen in company, are supposed to be travelling from one 'feeding ground' to the other. These large whales being quite incautious, are easily overcome, and, even after the plunge of the harpoon, often lay exposed to their destroyers like a log of wood, scarcely appearing to feel the blow. Sometimes, however, they are found possessing extraordinary courage, doing dreadful havoc with their principal weapons, their jaws and tails. They breed at all seasons, producing one, and sometimes two, at a birth, the size of their cubs being, when first born, from twelve to fourteen feet. The females are much smaller than the other sex, being not more than one-fifth part as great. These manifest strong attachment to their young, taking them under their fins, and urging them to escape from danger. Their attachment to each other is no less remarkable, and, when one is wounded, its companions will remain around her to the last, so that they often fall a sacrifice to their affection. The attachment, on the part of the young, towards its parent is no less extraordinary, and they are often seen around the ship for hours after their parents have fallen a prey to the harpoon. The young males swim in schools until they are about three-fourths grown, when they separate, and seek their prey upon the ocean alone. The difference between them and the female droves is evident and striking, from the fact that when one of their number is struck, it is left to its fate, scarcely an instance being known of its companions having 'heaved to.' They are cunning and shy, and, accordingly, are more difficult to take, as, from their vigour and activity, great despatch is necessary, in order to give them no opportunity to recover from the terror and fright occasioned by the blow of the harpoon. One singular circumstance may here be mentioned, that the whale, both great and small, appears to have the power of communicating intelligence to its kind, when any danger approaches, for the distance of four, five, or even seven miles; but the mode in which this is done has never been ascertained.

"The 'fin-back' whale is an animal of larger size than the sperm, but so uncertain and active in its motions as to elude the most expert whale fishermen.

"The 'right whale,' another species, which, with the sperm whale, constitutes the most prominent staple of our whale fishery, we have considered. It is similar in its general form to the sperm, and possesses the same general habits, although the oil extracted from it is of inferior quality. There are also other species, such as the razor-back, the broad-nosed whale, and the beaked whale; and species of a smaller kind, to which we shall merely allude.

"The wide domain of the ocean is the home of the whale, and we find it spouting in every latitude of the sea, from the icebergs of Greenland to the African coast. It is admitted, however, that the sperm whale is seldom seen in the colder latitudes, confining itself to the more genial climates; while the Greenland whale, which is of extraordinary size, appears to delight in tumbling among the mountains of ice which float in the region of the north pole. We find the whale fishermen hurling the harpoon upon the coast of New Zealand, as well as New Holland, near the shores of Peru and Madagascar, Chili and California, Japan and the China sea, the Red Sea and the Persian Gulf. It is, indeed,

not unusual for the whaling ships from our American ports to ransack the world for their gigantic prey, entirely circumnavigating the globe, although the enterprises of the British whale fishermen are directed more particularly to the coast of colder climates."—*Hunt's Magazine*.

The American whale ships are generally from 300 to 500 tons burden, and carry from twenty-eight to forty men, besides officers. They are provisioned with all necessary stores for three years. Sometimes the ships are accompanied by what are called "tenders," or smaller vessels, which serve as convoy to the principal ships, and that either aid them in distress, or themselves procure the whale. Each ship is provided with four or six whale boats, about twenty-seven feet long, and four broad, in which the whale is generally captured. These boats are strong and light, sharp at both ends, in order to withstand the action of the waves, to float with great buoyancy upon the tops of the billows when the sea runs high, and to be propelled both ways. Near the end, which may be considered the stern of the boat, a rounded piece of wood is placed, called the "loggerhead," through the hole of which the rope is run which is attached to the harpoon. Each boat has two lines, of about 200 fathoms in length, and carefully coiled in their tubs in a circle, four harpoons, and some lances. They are also provided with small flags, called "whifts," which are stuck in the dead whale, in case the whalers are driven off from their object by untoward circumstances, and in order that their position may again be found. A few "drogues," or quadrangular pieces of board, are likewise provided, and fastened occasionally to the harpoon-rope, so as to impede the motion of the whale after he has been struck. Besides some articles of refreshment, each boat has also a keg, containing a tinder-box, lanterns, and other articles, to enable the fishers, when benighted, to strike a light. The boats are each manned by six men, two of whom are called the "headsman" and "boat-steerer." In chasing the whale, four of these boats are used.

The principal instruments used in the whale fishery are the harpoon, the lance, the spade, and the try-pot. The harpoon is an iron spear, about three feet in length, with a barbed point, and is required to be of the best iron; while the "shank," which is frequently bent by the struggles of the whale, must be of pliable and soft iron, for the purpose of enabling it to bend, if required, but not to break. The lance is also an iron spear of about six feet in length, and into which is fitted a handle of wood; its point is sharp and thin, the blade being seven or eight inches in length, and two and a half broad. This is used to wound the whale in a vital part after it has been struck, so as to cause its death. The spade, another instrument similar to the lance, is used to cut up the blubber into small pieces; and the *try-pot*, a large iron tank with three legs and two flattened sides, is used for boiling the blubber into oil.

The harpoon gun, invented in 1731, was formerly used for the purpose of throwing the harpoon into the body of the whale, which could be done with effect at the distance of forty yards; but, as great skill is required in its management, and numerous accidents have occurred from its use, the instrument has been relinquished.

The seamen, or whale fishers, are among the most ardent, daring, and, in many instances, the most reckless class of the American coast population, "comprised," as observed in an article in *Hunt's Magazine*, "of young men who are unwilling to devote themselves to those slow and persevering habits, that minute and scrupulous attention to detail required in the successful prosecution of any form of business, and that plodding and unvaried labour which is always exacted by the cultivation of the soil; they are bold, warm in their imaginations, impulsive, generous, and, from their mode of life, cast about as they are by storms from sea to sea, wide in their range of view, and devoid of the stability which would induce them to be confined long to any one place. Their habits of adventure in attacking the monsters of the deep upon their native element, give to their character a hardihood which could scarcely be acquired by any form of occupation upon the land. The day-book and the ledger, those mighty engines which form important parts of the machinery of commerce, have no charms for them. In the words of one of our most distinguished jurists, 'upon their native element, they are habitually buffeted by winds and waves, and wrestling with tempests; and, in time of war, they are exposed to the still fiercer elements of the human passions.'

"Accustomed to strict subordination by the discipline which the law has provided for

our whaling ships, to toil and deprivation when on duty, their hardships are mingled with glimpses of sunshine in its intervals. The natural ardour of their character appears to break out, when they are relieved from its burdens, and have their foothold once again upon the land. Their views become as expansive as the broad ocean which stretches around them, and their impulses as wild as the waves which dash against its shores. Conscious that they are all embarked in one common enterprise, hazardous in the extreme, in which the success of the voyage is the measure of their rewards, and mutually depending upon each other for success, their affections become kindled into sympathy for their companions; and this feeling operates always upon the land, so as to induce them to sacrifice their own comfort to that of their friends. The money which they have procured by the most severe toil, they are ever ready to spend liberally in every form of indulgence, by dissipation; and their loose habits of economy and want of calculation, frequently cause them to fall a prey to those greedy 'land sharks,' which always show their fins in great numbers through all our seaport towns.

"With such habits, to which there are many and honourable exceptions, it could hardly be expected that the great body of sailors should accumulate large fortunes. The earning of years of toil are expended in as many months at the bar or the brothel; and the sailor, stripped of his means, has only the last resort, to slip again and resume his march upon the mountain wave, and return to his home upon the deep. Dressed in red woollen shirts, coarse pantaloons, pumps, and tarpaulin hat—removed, as they are, from the restraints of the civil law, and without those habits of reflection which would arise from the more steady and sober pursuits of the land, they frequently exhibit riotous habits, which would lead one to think that they were exempted from the jurisdiction of the laws.

"The most prominent exceptions to this class of men, are those who have arisen by successive steps from the station of common sailors to that of boat-steerers, and to the posts of captains of their ships. These are, for the most part, temperate in their habits, with physical and moral powers fully adequate to bear the great responsibilities which devolve upon them, and to stand at the head of these stormy expeditions. We see many along our coast who have acquired fortunes by their business, and the beautiful houses which whiten our shores attest the success of their labours. A few remarks may be proper in this place, respecting the discipline of the whaling ships, which is permitted by our laws. In the first place, it is well known that the ships which ply from our ports are chiefly owned by different individuals, who combine their capital in this species of stock usually to a large amount of value. Not only is the custody of the ship, which is of great cost, but also that of the outfits and crew, and the prosecution of the voyage, intrusted to the keeping of a single man, the captain of the ship. Numerous sailors, of diverse and frequently insubordinate habits, are placed under his control, and on their obedience depend not only the success of the expedition, but even the safety of their lives. The law gives to the master of the ship a despotic power within certain prescribed bounds. It invests him with entire and full command of his ship, with the right to inflict personal chastisement upon those who break its discipline. to control the operations of the crew, and generally to exercise the same government that a schoolmaster exerts over his scholar, or the parent over his child. Doubtless many acts are committed on the part of the master which are founded in injustice, but then the sailor has his remedy by bringing his action for civil damages in a court of law. It has, indeed, been our lot, during a limited professional practice in a seaport town, to have frequent applications from sailors claiming maltreatment on board ship from their captains, which, however, proved to furnish no ground for a legal claim of damages. Certain old 'law salts' are always found on board ship ready to give in their advice when a sailor has been unjustly punished, or chastised with improper weapons; and a jury away from the coast, it is well known, are seldom backward in awarding damages full as great as the injury. Doubtless, extraordinary discretion, forbearance, and determination, are required on the part of the master, to exercise the power which the law gives him for the purpose of preserving discipline on board his ship, and thus carrying out the objects of the voyage; but how many acts of insubordination on the part of sailors may manifest themselves in unequivocal signs, and which demand punishment from the consequences which they produce, although the facts cannot be established in evidence. Is the power of personal chastisement that the law

allows the master to inflict upon insubordinate sailors, and which is so repugnant to the feelings of many of our citizens, expedient and right? We maintain that it is! because it is clear that such or like means are essential to the safety of the voyage, and without them no whaling voyages could be safely prosecuted. Suppose recreant offenders could only be placed in irons until the ship arrived in port, or within the jurisdiction of a competent court, to try the case? Under these circumstances their services would be lost; and were a sufficient number to merit this punishment, it would be in their power at any time to break up a voyage, by placing themselves in this position. Personal chastisement of sailors, we say then, is just, from the necessity of the case. It should never, however, be inflicted but on sure grounds, and with proper weapons. Should the master of the ship fail to comply with the requisitions of the law in this respect, he is, and ought to be, amenable to the injured party in damages, as is fully proved by the records of our courts. His position, with a crew possessing the physical power to wrest from him his command, at all times subject to revolt, and far away from succour, on the desert of the ocean, is unenviable. If his responsibilities are great, so also should be his rewards, if he meets these responsibilities with promptitude, and performs his duty."—*Hunt's Magazine*.

On the departure of a whale ship from an American port, the provisions and other stores are stowed away, and arranged in the order to be required for future use. The crew have packed in their chests their best apparel, and all they do not immediately require, and they appear in their red shirts and new tarpaulins. The instruments which have been prepared are carefully stowed away in their cases, and the whaleboats are swung in regular order, above the deck or on the ship's side; the crew are mustered on board, and the ship departs for a long and uncertain voyage.

The following accounts of an actual disaster and voyage, extracted from a recent number of the *New York Merchants' Magazine*, will best elucidate the dangers attendant upon the whale fishery.

"The ship *Essex*, Captain George Pollard, sailed from Nantucket, 12th of 8th month, 1819, on a whaling voyage to the Pacific Ocean. Her crew consisted of twenty-one men, fourteen of whom were whites, mostly belonging to Nantucket; the remainder were blacks. On the 20th of the 11th month, 1820, in latitude 0 deg. 40 min. south, longitude 119 deg. west, a school of whales was discovered, and, in pursuing them, the mate's boat was stove, which obliged him to return to the ship, when they commenced repairing the damage. The captain and second mate were left with their boats, pursuing the whales. During this interval the mate discovered a large spermaceti whale near the ship; but not suspecting the approach of any danger, it gave them no alarm until they saw the whale coming with full speed towards them. In a moment, they were astonished by a tremendous crash. The whale had struck the ship a little forward of the fore chains. It was some minutes before the crew could recover from their astonishment, so far as to examine whether any damage had been sustained. They then tried their pumps, and found that the ship was sinking. A signal was immediately set for the boats. The whale now appeared again, making for the ship; and, coming with great velocity, with the water foaming around him, he struck the ship a second blow, which nearly stove in her bows. There was now no hope of saving the ship, and the only course to be pursued was, to prepare to leave her with all possible haste. They collected a few things, hove them into the boat, and shoved off. The ship immediately fell upon one side, and sunk to the water's edge. When the captain's and second mate's boats arrived, such was the consternation, that for some time not a word was spoken. The danger of their situation at length aroused them, as from a terrific dream to a no less terrific reality. They remained by the wreck two or three days, in which time they cut away the masts, which caused her to right a little. Holes were then cut in the deck, by which means they obtained about 600 pounds of bread, and as much water as they could take, besides other articles likely to be of use to them. On the 22nd of the 11th month, they left the ship, with as gloomy a prospect before them as can well be imagined. The nearest land was about 1000 miles to the windward of them; they were in open boats, weak and leaky, with a very small pittance of bread and water for the support of so many men, during the time they must necessarily be at sea. Sails had been prepared for the boats, before leaving the ship, which proved of material benefit. They steered southerly

by the wind, hoping to fall in with some ship, but in this they were disappointed. After being in their boats twenty-eight days, experiencing many sufferings by gales of wind, want of water, and scanty provisions, they arrived at Ducie's Island, in latitude 24 deg. 40 min. south, longitude 124 deg. 40 min. west, where they were disappointed in not finding a sufficiency of any kind of food for so large a company to subsist on. Their boats being very weak and leaky, they were hauled on shore and repaired. They found a gentle spring of fresh water, flowing out of a rock at about half ebb of the tide, from which they filled their kegs. Three of the men chose to stay on the island, and take their chance for some vessel to take them off."

The following is another account from the same authority.

"In the afternoon of a day which had been rather stormy, while we were fishing in the North Pacific, 'a school' of young bull whales made their appearance close to the ship, and as the weather had cleared up a little, the captain immediately ordered the mate to lower his boat, while he did the same with his own, in order to go in pursuit of them.

"The two boats were instantly lowered, for we were unable to send more, having two others 'stove' the day before; they soon got near the whales, but were unfortunately seen by them before they could get near enough to dart the harpoon with any chance of success, and the consequence was, that the 'pod' of whales separated, and went off with great swiftness in different directions. One, however, after making several turns, came, at length, right towards the captain's boat, which he observing, waited in silence for his approach without moving an oar, so that the 'young bull' came close to his boat, and received the blow of the harpoon some distance behind his 'hump,' which I saw enter his flesh myself, as it occurred close to the ship. The whale appeared quite terror-struck for a few seconds, and then suddenly recovering itself, darted off like the wind, and spun the boat so quickly round, when the tug came upon the line, that she was within a miracle of being upset. But away they went, 'dead to windward,' at the rate of twelve or fifteen miles an hour, right against a 'head sea,' which flew against and over the bows of the boat with uncommon force, so that she, at times, appeared ploughing through it, making a high bank of surf on each side. The second mate, having observed the course of the whale and boat, managed to waylay them, and when they came near to him, which they speedily did, a 'short warp' was thrown, and both boats were soon towed at nearly the same rate as the captain's boat had been before.

"I now saw the captain darting the lance at the whale as it almost flew along, but he did not seem to do so with any kind of effect, as the speed of the whale did not appear in the least diminished, and in a very short time they all disappeared together, being at too great a distance to be seen with the naked eye from the deck. I now ran aloft, and, with the aid of a telescope, could just discern from the mast-head the three objects, like specks upon the surface of the ocean, at an alarming distance. I could just observe the two boats, with the whale's head occasionally darting out before them, with a good deal of 'white water' or foam about them, which convinced me that the whale was still running. I watched them with the glass until I could no longer trace them, even in the most indistinct manner, and I then called to those on deck, that they might take the bearing, by compass, of the direction in which I had lost sight of them, that we might continue to 'beat' the ship up to that quarter.

"Although all eyes were employed, in every direction, searching for the boats, no vestige of them could be seen; and, therefore, when half-past nine, P. M., came, we made up our minds that they were all lost; and, as the wind howled hoarsely through the rigging, and the waves beat savagely against our ship, some of us imagined that they could occasionally hear the captain's voice, ordering the ship to 'bear up,' while the boats had been seen more than fifty times by anxious spirits, who had strained their eyes through the gloom until fancy robbed them of their true speculation, and left her phantasmagoria in exchange. We all looked in that direction, and in a few minutes we could plainly perceive it; in a short time we were close up with it, when, to our great joy, we found the captain and all the men in the boats, lying to leeward of the dead whale, which had, in some measure, saved them from the violence of the sea. They had only just been able to procure a light, having unfortunately upset all their tinder through the violent motion of the boats, by which it became wet, but which they succeeded in igniting after immense application of the flint

and steel; or their lantern would have been suspended from an oar directly after sunset, which is the usual practice when boats are placed under such circumstances."

"On the morning of the 18th of June, 1832, while we were still fishing in the 'off-shore ground' of Japan, we fell in with an immense sperm whale, which happened to be just the sort of one we required to complete our cargo. Three boats were immediately lowered to give him chase; but the whale, from some cause or other, appeared wild in its actions long before it had seen any of our boats, although it might have been chased the day before by some other ship. It was greatly different in its actions to most other large whales, because it never went steadily upon one course. If he 'peaked his flukes,' or went down going to the southward, we expected he would continue that course under water, but when he again rose, perhaps he was two or three miles away from the boats to the northward; in this sort of manner he dodged us about until near four, P. M., at which time the men were dreadfully exhausted from their exertions in the chase, which had been conducted under a broiling sun, with the thermometer standing in the shade at 93 deg. About half-past four, however, the captain contrived, by the most subtle management and great physical exertions, to get near to the monster, when he immediately struck him with the harpoon with his own hands; and, before he had time to recover from the blow, he managed, with his usual dexterity, to give him two fatal wounds with the lance, which caused the blood to flow from the blow hole in abundance. The whale, after the last lance, immediately descended below the surface, and the captain felt certain that he was going to 'sound,' but in this he was much mistaken; for, a few minutes after his descent, he again rose to the surface with great velocity, and, striking the boat with the front part of his head, threw it high into the air, with the men and every thing contained therein, fracturing it to atoms, and scattering its crew widely about. While the men were endeavouring to save themselves from drowning, by clinging to their oars and pieces of the wreck of the boat, the enormous animal was seen swimming round and round them, appearing as if meditating an attack with his flukes, which, if he had thought proper to do, in return for the grievous wounds that he had himself received, a few strokes of his ponderous tail would soon have destroyed his enemies; but this was not attempted. They had now nothing to hope for but the arrival of the other boats to relieve them from their dangerous situation, rendered more so by the appearance of several large sharks, attracted by the blood which flowed from the whale, which were sometimes only a few feet from them; and also from the inability of one of the boat's crew to swim, by which three or four of his mates were much exhausted in their efforts to save him, which they succeeded in doing, after having lashed two or three oars across the stern of the boat, which happened to be not much fractured, on which they placed their helpless fellow-adventurer. After they had remained in the water about three-quarters of an hour, assisting themselves by clinging to pieces of the wreck, one of the other boats arrived and took them in. But although these brave whale fishermen had been so defeated, they were not subdued; the moment they entered the boat which took them from the ocean, their immediate determination was for another attack upon the immense creature, which remained close by, while the other boat, which was pulling towards them with all the strength of its rowers, would still be a quarter of an hour before it could arrive.

"The captain, with twelve men in one boat, therefore, made another attack upon the whale with the lance, which caused it to throw up blood from the blow hole in increased quantities. We, who were on board the ship, and had observed from a great distance, by means of the telescope, the whole of the occurrence, were employed in beating the ship towards them; but they were far to windward, and, the wind being rather light, we had even our royal sails set. Soon after the arrival of the third boat, the whale went into its flurry and soon died, when, to the dismay of the boats' crews, who had endured so much danger and hardship in its capture, it sunk, and never rose again—an occurrence which is not very unfrequent, owing, of course, to the greater specific gravity of the individual, perhaps from a greater development of bony and muscular structures. Such were the adventures of that day, in the evening of which the crews returned to the ship, worn out and dispirited, having lost a favourite boat, with the whole of her instruments, besides the last whale wanted to complete the cargo, and worth at least 500*l*."

When a whale is dead, the process of extracting the oil commences, by two opera-

tions, called "cutting in" and the "trying out." The whale is brought alongside of the ship, and the business of *cutting in*, by means of the spades, is effected. A man descends upon the floating carcase, and cutting a hole in the body of the whale, near its junction with the head, inserts a hook in the hole, by which that part is drawn up towards the ship by pulleys prepared for the purpose. This, particularly in a high sea, is a dangerous experiment, as the motion of the waves prevents certain footing upon the slippery body of the animal. A tension being produced upon the fat by this motion, it is cut by the spade in strips of two or three feet broad, and in a spiral direction, which is done by means of a windlass acting upon pulleys that are fixed to the maintop. The "blanket pieces," as they are termed, are removed by a similar process to that of a bandage unrolled from a circular body; and the animal is divested of its blubber to the flukes, the head being previously cut off and allowed to float, carefully secured, at the stern of the ship.

The carcase of the whale, after being flayed, is allowed to float off; the head is then hoisted on end by the pulleys, the *case* is opened, and the spermaceti is taken out, by means of a pole and bucket which is dipped into the cavity. The junk is then cut from the head. This is hoisted on board, and cut into square pieces, when the head is allowed to sink, being divested of the means of buoyancy. The blanket pieces, from eight to fourteen inches thick, are then cut from the long strips of fat, and, as well as the junk, are separated into thin pieces, upon blocks called horses, and thrown into the *try-pots* in which the blubber is melted. The membranous parts of the oil, which are called "scraps" by the sailors, are used as fuel; and the spermaceti from the *case* is boiled alone, and called "head matter." The oil and spermaceti are then placed in barrels, to be brought back into port.

The whalebone, which forms so important an article of commerce, is in the mouth of the whale, and forms a filter within peculiarly adapted to separate the sea-water from the sepia, or other fish, on which it feeds. The laminae, about 300 in number, are situated on each side of the head, and the longest blade is usually the test which designates the size of the whale. Its greatest length is fifteen feet; its greatest breadth, about twelve inches, and its greatest thickness, about five-tenths of an inch. The edge of each blade of the bone annexed to the tongue, is fringed with a sort of hair; and it is generally brought from Greenland in its natural state, although sometimes prepared for market on ship-board.

It is estimated by Scoresby, that four tuns of blubber produces generally about three tuns of oil, each tun comprising 252 gallons by wine measure. The colossal dimensions of this animal may be adjudged from the fact, that whales are sometimes caught which yield thirty tuns of pure oil, although these are, of course, not as common as those which produce twenty tuns. It has been found that the quantity of oil produced from a single whale, usually bears a uniform proportion to the length of the bone. The following table, prepared by one who has had much experience in the matter, gives the relative proportion which the size of the bone in a whale bears to the quantity of oil, and which is probably as accurate as any information which can be procured from the uncertain means of testing the fact.

Length of whalebone in feet.	1	2	3	4	5	6	7	8	9	10	11	12
Oil yielded in tuns.	1½	2½	2¾	3¼	4	5	6½	8½	11	13½	17	21

It is estimated that a whale of sixty feet in length, does not fall short of the weight of seventy tons, the blubber comprising about thirty tons; the bones of the head, whalebone, fins, and tail, ten, and the carcase nearly thirty-two. The flesh of the young whale is of a red colour, and in consistency it is somewhat like coarse beef, while that of the old whale is exceedingly black, being constituted of firm beds of muscles, which appear to be directed to the movements of the tail, the flesh being thus rendered too coarse to be eaten. These bones, however, are extremely porous, and contain much fine oil.

"The appearance of most whalemén," observes a writer in *Hunt's Magazine*, "when they return from a voyage, is hardy and robust in the extreme; the substantial food and

bracing air, afforded by the circumstances in which they are placed, as well as their violent exercise, serving to give remarkable vigour and animation to their constitutions. The class of men acting in the capacity of masters, and to whom we have before adverted, cannot be regarded with too great respect. As a body, they are men who have combined in their character the most valuable traits; cool, determined, and brave, they bear the weight of duties, and encounter hazards, which could hardly be appreciated upon the land. A striking difference exists, however, in the success of different masters of ships. Some appear always endowed with good luck, and make prosperous voyages, while others are as uniformly unfortunate in their expeditions. Doubtless, the different success of these captains may be attributable to a diversity in skill, energy, knowledge, and prudence; yet it is as often owing to circumstances which are known only to the Omniscient. We have in our eye one of these men, who, although yet comparatively young, is distinguished for his energy and his uniform success in these whaling expeditions. Spare in his form, there is a restlessness in his eye and frame, which seems to indicate that his soul is absorbed in his pursuit, and conquered by his ambition to succeed. Whenever he is enlisted as a master of a ship, that ship is sure to make a good voyage. He has worked his way, by degrees, to the station of principal owner in a large ship, starting as he did, a common sailor, and by his own efforts has already earned a considerable fortune. His course presents an exception to the general custom of whale fishermen, in the fact that he usually takes his wife with him to sea, and we have seen his little dark-eyed boy, with a complexion embrowned by a tropical sun, clothed in a complete suit of seal-skins, which he had procured with his father on one of his already many voyages round the world, in the prosecution of the whale-fishery. This man has been a source of vast profit to his employers, and while we are writing, is probably hurling the harpoon into a whale upon waves so high, and beneath clouds so dark, that other mariners would deem it prudent to lay to for preservation from the winds. He is, however, only one of that numerous class of the whale-fishermen of New England, who have from the time of Burke, within the last half century, earned a reputation which is as wide as the commercial intelligence of the world.

"Nor do these hardy fishermen, although tossed for months upon the watery waste of the ocean, forget the friends whom they have left upon the land. The numerous rows of beautifully enamelled and polished shells of various forms, which line the cabinets of our seaport towns; the ostrich eggs, which the sailors often collect upon the shores of Africa, and bring home as curiosities made into bottles, and brought into port as presents; the canes, cut from the jaw-bone of the whale, of the colour of ivory, and carved with curious devices, evince the ingenuity with which they occupy their leisure time. Nor are the fine arts neglected by these sons of the ocean; for we see the walls of the houses of our whalers frequently adorned, not disfigured, by well-executed paintings of the whale, in different postures, from the first blow of the harpoon to his last spouting of blood.

"Of late years, as we have seen, the states bordering the Atlantic, including the principal seaport towns of Maine, New Hampshire, Massachusetts, Rhode Island, and Connecticut, and even the more inland states of New Jersey and Delaware, have embarked, to a considerable extent, in the whale fishery; and the luxurious edifices which adorn many of these cities, attest the enterprise of those who are engaged in the traffic, and the success of their labours."—*Merchants' Magazine*, various Sources.

The character of the inhabitants of Nantucket and the seaports from Cape Cod to New London, who follow the whale fishery, is grave, sober, and persevering; and they retain much of the deportment which characterised their ancestors, who were either quakers or puritans. Their ships in this employment, or their whale fleet, are each from 200 tons to 600 tons. With these vessels they navigate the greatest oceans, and most stormy regions. Their voyages average about two years and a half, but they are fitted out for three years; and care is taken to have every article that may be considered necessary to promote the comfort, and preserve the health of the crews.

The preparation for whaling voyages, and the departures of the ships, are attended with the most interesting circumstances. The mothers, wives, sisters, or daughters, of these hardy and adventurous men, are, long before the day of sailing, busily engaged in collecting every delicacy for the voyage, and providing and packing up all sorts of clothing suitable for the stormy and cold rigours of the Antarctic regions, as well as for the mild climate and gentle seas of the Pacific. On parting with them for a period of nearly, or more than three years, the old, middle-aged, and young, of both sexes, manifest in the most tender and affectionate manner, all the endearing feelings of the heart.

Some of these ships proceed round Cape Horn, others round the Cape of Good Hope, and they frequently meet in the Pacific. The Indian, Chinese, and Pacific Oceans, are better known to these men than to any other navigators; and to this circumstance, and their great caution in keeping two men always stationed at the mast head, on the look out for land or breakers, must be attributed the very few shipwrecks among them—for they certainly navigate the most boisterous regions, and the most imperfectly known seas, especially on the charts, in the world. The dangers to which they are exposed are great in the extreme, and innumerable are the hazards they encounter.

The whales most valued are considered as becoming scarcer, and ships are going farther south than before; and those engaged in the South Sea seal fishery proceed still farther than the whalers towards the South Pole. The ships seldom remain more than three months at a time over each whaling ground.

During these long voyages, the young men receive instructions, from those older, in mathematics, navigation, geography, the natural history of the South Seas, and in practical knowledge connected with their hazardous profession. They occasionally land and refresh themselves in some of the beautiful islands of the Pacific, and return on shipboard invigorated and recruited, to follow their proper pursuits.

LAW RELATIVE TO AMERICAN VESSELS ENGAGED IN THE WHALE FISHERY.

The following law, to cancel the bonds given to receive duties upon vessels and their cargoes, employed in the whale fishery, and to make registers lawful papers for such vessels, was passed by the present Congress of the United States, and approved by the President, April 4th, 1840 :—

1. That all vessels which have cleared, or hereafter may clear, with registers, for the purpose of engaging in the whale fishery, shall be deemed to have lawful and sufficient papers for such voyage, securing the privileges and rights of registered vessels, and the privileges and exemptions of vessels enrolled and licensed for like voyages, shall have the same privileges and measure of protection as if they had sailed with registers, if such voyages are completed, or until they are completed.

2. That all the provisions of the first section of the act, entitled "An act supplementary to the act concerning consuls and vice-consuls, and for the further protection of American seamen," passed on the 28th day of February, Anno Domini eighteen hundred and three, shall hereafter apply and be in full force as to vessels enrolled and licensed for the fisheries, and all vessels which have been engaged in the whale fishery, in the same manner and to the same extent as the same is now in force and applies to vessels bound on a foreign voyage.

3. That all forfeitures, fees, duties, and charges of every description, required of the crew of such vessels, or assessed upon the vessels or cargoes, being the produce of such fishery, because of a supposed insufficiency of a register to exempt them from such claims, are hereby remitted; and all bonds given for such cause are hereby cancelled, and the secretary of the treasury is hereby required to refund all such monies as have been, or which may be paid into the treasury, to the rightful claimant, out of the revenues in his hands.

CHAPTER XI.

BRITISH WHALE FISHERY.

THE British whale fishery, formerly so very extensive, has, from causes which have developed their effects during the last ten years, declined rapidly; and there is every probability that both the northern and southern British whale fishery will be discontinued from the ports of the United Kingdom. The substitution of vegetable and lard oils, and stearine from lard—the great outlay of capital in the southern whale fishery, the long period which must expire before any return can be realised for the expenditure, constitute the chief causes of the decline of the whale fishery from British ports. The Dutch whale fishery disappeared in the early part of the present century; the French whale fishery is only maintained by bounties taken from the national taxes, and we can scarcely hope that it can ever be revived so as to constitute a profitable pursuit from any port in Europe. If it should be carried on to any advantage by the Americans, we do not see why it should not be conducted with equal profit from the ports of Nova Scotia and New Brunswick. We doubt, however, whether this expensive and perilous fishery can be continued for many years, with profit, from any of the Atlantic states. The rapidly increasing use of much cheaper and equally efficient substitutes for sperm oil and spermaceti, as well as for common whale oil, must cause a corresponding decrease in the price of other oils for the same uses; and unless they can be supplied with some profit at those reduced prices, they will cease to be produced. New Zealand, New South Wales, and Australia, are all conveniently situated for the whale fishery; and it appears to us that if the whale fishery is to be hereafter carried on with success and profit, it must be from establishments for the purpose, in those colonies, and in the islands of the Pacific. One great impediment to the continuance of the southern whale fishery is the heavy outlay of capital: and private individuals will hesitate before they invest, probably, all they possess in one great risk. Whether a company could safely enter upon a project which would employ a great number of ships, improve our naval architecture, and under a judiciously regulated system, elevate the moral character of seamen, and extend the scientific acquirements, and the requisite qualification for commanders, or shipmasters, is a question to be solved only by those who have the most practical knowledge of the subject.

STATEMENT of the Southern Whale Fishery carried on from Great Britain since 1800; exhibiting the Total Number of Ships annually absent from Great Britain on Whaling Expeditions; the Total Number of Ships that annually returned to Great Britain; the Annual Imports of Sperm and Common Oil, with the Prices of each; the Average Tonnage of the Ships at Sea; and the Average Number of Men to each Ship.

YEARS.	Ships at Sea.	Ships returned.	Sperm Oil Imported.	Common Oil Imported.	Price of Sperm Oil per Tun.	Price of Common Oil per Tun.	Total Value of Imports.	Average Tonnage of Ships.	Average Number of Men to a Ship.		
	No.	No.	tuns.	tuns.	£	£	£	tuns.	No.		
1800.....	64	26	1351	2836	84	36	179,650	242	28		
1801.....	78	25	555	3538	101	48	188,140				
1802.....	90	36	1106	5948	96	35	260,972				
1803.....	92	32	1770	4496	96	42	298,960				
1804.....	99	37	1952	4210	93	38	286,976				
1805.....	86	32	2413	3099	90	36	273,945				
1806.....	66	34	2338	3739	84	31	260,804				
1807.....	43	20	1351	1473	83	29	140,730				
1808.....	55	20	1081	2140	111	41	229,003				
1809.....	53	15	1824	805	120	48	214,000				
1810.....	45	16	1410	765	121	50	180,780	300	30		
1811.....	59	27	3404	966	120	44	376,142				
1812.....	62	12	1899	683	105	50	206,496				
1813.....	41	23	2598	2121	96	60	309,586				
1814.....	48	29	2605	1977	79	48	256,950				
1815.....	76	15	1181	1897	79	43	146,238				
1816.....	64	31	3505	2528	61	33	267,749				
1817.....	76	24	1969	3009	75	30	218,255				
1818.....	91	33	3398	4267	90	43	408,462				
1819.....	112	40	3678	4885	102	39	473,835			340	32
1820.....	137	39	2717	5061	85	30	318,432				
1821.....	123	58	3606	4370	72	23	303,190				
1822.....	118	41	6011	1970	65	20	356,034				
			British.	Colonial.	British.	Colonial.		300	34		
1823.....	114	57	6801	246	1723	668	25			383,626	
1824.....	96	42	5928	150	742	618	48			273,040	
1825.....	63	32	4331	65	1101	412	57			206,488	
1826.....	78	38	5695	388	454	289	35			359,827	
1827.....	80	29	4376	334	665	474	70			367,453	
1828.....	83	20	3216	116	136	338	70			275,078	
1829.....	92	26	4485	818	102	478	74			408,052	
1830.....	144	25	4157	498	419	904	72			392,049	
1831.....	108	27	5939	1570	102	1462	75			634,747	
1832.....	106	30	5576	1589	402	1785	61	498,301			
1833.....	110	19	3451	2698	220	2245	62	437,263	550	42	
1834.....	95	27	4021	2710	140	2394	65	406,004			
1835.....	89	33	5631	2260	311	3137	75	688,369			
1836.....	82	26	4286	2716	90	4180	80	697,008			
1837.....	86	18	3118	2061	381	4223	84	646,576			
1838.....	84	21	3801	2134	20	7904	84	721,840			
1839.....	77	22	4250	1322	170	6315	95	691,380			
1840.....	72	16	2249	1719	724	6270	104	587,502			
1841.....	67	20	3310	1961	101	5433	98	588,406			
1842.....	59	16	2027	875	3317	80	854,580			
1843.....											
1844.....											

RETURN of Six Years, showing the three largest and the three smallest Importations of Thirty Years, in the Early Period of the Northern Fishery.

RETURN of Eight Years, showing the four largest and the four smallest Importations of the Twenty Years, ending 1840, in the Northern Fishery.

YEARS.	Ships Employed.	Average Quantity of Oil Imported for each Ship.	YEARS.	Ships Employed.	Average Quantity of Oil Imported for each Ship.
	number.	tuns.		number.	tuns.
1680.....	148	117	1822.....	121	71
1688.....	214	19	1823.....	117	146
1696.....	100	48	1826.....	93	150
1701.....	207	130	1830.....	91	94
1706.....	187	137	1832.....	81	155
1710.....	137	6	1836.....	59	13
			1838.....	39	103
			1840.....	31	15

SHIPS and Seamen employed in the British Whale Fishery in the respective Years 1821 and 1841.

1821			1841		
FISHERIES.	No. of Ships.	No. of Men.	FISHERIES.	No. of Ships.	No. of Men.
Northern or Greenland.....	158	7,900	Northern or Greenland.....	16	800
Spermaceti whale.....	95	3,040	Spermaceti whale.....	68	2176
Common oil (whale and sea elephant) ..	33	1,056	Common oil (whale and sea elephant) ..	1	32
Fur, seal skin.....	26	792	Fur, seal skin.....		
Total.....	322	12,788	Total.....	85	3008

The foregoing table shows a falling off in twenty years of 237 ships, and 9780 men, employed in the British fisheries, being equal to $\frac{1}{10}$, which is asserted to be attributable to the withdrawal of bounties from *British* fisheries, and the abatement of duties on vegetable oils, the produce of *Foreign* Countries, the increased importation of the latter being shown in the following table.

VEGETABLE Oils imported into the United Kingdom in the respective Years 1821, 1841, 1842, 1843, and 1844.

DESCRIPTION OF OIL.	1821		1841		1842		1843		1844	
	Quantity imported.	Duty per tun.	Quantity imported.	Duty per tun.	Quantity imported.	Duty per tun.	Quantity imported.	Duty per tun.	Quantity imported.	Duty per tun.
	tuns.	£. s. d.	tuns.	£. s. d.	tuns.	£. s. d.	tuns.	£. s. d.	tuns.	£. s. d.
Olive oil.....	1,900	15 13 0	5,315	4 4 0	14,095		12,139		15,066	
Cocoa Nut.....	..	2 10 0	1,204	1 5 0						
Palm oil.....	3,300	2 10 0	14,215	1 5 0						
Rape seed oil.....	800	12 0 0	6,610	0 12 0						
Linseed oil.....	10,500	17 0 0	20,325	0 17 0						
Total.....	16,400		47,729							

Increase 41,729 tuns.

TABLE of the respective Importations into the United Kingdom of British South Sea and Greenland Oil, as compared with the Importations of British Colonial Oil, in the Years 1821 and 1841.

SOUTH SEA AND GREENLAND.	1821	1841	COLONIAL.	1821	1841
	tuns.	tuns.		tuns.	tuns.
Greenland oil.....	16,500	500	Cod and seal oil.....	7500	10,000
Spermaceti oil.....	3,006	3,310	Spermaceti oil.....	...	1,964
Common oil.....	4,750	101	Common oil.....	...	5,433
Total.....	24,076	3,911	Total.....	7500	17,397
Decrease.....	...	20,765	Increase.....	...	9,897

By the above table it will be seen that while the produce of the South Sea and Greenland whale fisheries has, between 1821 and 1841, fallen off 20,765 tons, the increase of the British Colonial fisheries has been only 9897 tons; and these fisheries seem, by the importation of 1838 with the following years, to be on the decline.

BRITISH COLONIAL OILS, IMPORTED.	1838	1839	1840	1841	1842	1843	1844
	tuns.	tuns.	tuns.	tuns.	tuns.	tuns.	tuns.
Cod and seal oils.....	8,600						
Spermaceti whale.....	2,434						
Common oil.....	7,904						
Total.....	20,138						

Average price of spermaceti..... £ 84 | Average price of common oil..... £ 35

AVERAGE Duration of Voyages in the Spermaceti Whale Fishery.

Y E A R S.	Duration.		Y E A R S.	Duration.	
	years.	months.		years.	months.
From 1800 to 1810.....	2	3	From 1825 to 1835.....	3	0
„ 1810 to 1820.....	2	6	„ 1835 to 1842.....	3	3
„ 1820 to 1825.....	2	9			

ACCOUNT of the Number of Ships annually fitted out in Great Britain for the Northern Whale Fishery, from 1789 to 1824, when the Bounties ceased, from the Custom's Returns.

Y E A R S.	Ships.	Tons.	Men.	Y E A R S.	Ships.	Tons.	Men.	Bounties paid.		
	No.	No.	No.		No.	No.	No.	£	s.	d.
1789.....	161	46,590		1807.....				There are no documents in the customs department, by which the accounts of these years can be supplied.		
1790.....	116	33,232	4492	1813.....						
1791.....	116	33,906	4620							
1792.....	93	26,983	4667							
1793.....	82	23,487	3210	1814.....	143	30,576	4708	43,799	11	0
1794.....	60	16,386	2250	1815.....	147	43,320	5783	41,487	14	0
1795.....	41	11,748	1601	1816.....	146	41,767	5542	42,746	13	0
1796.....	51	13,833	1910	1817.....	150	43,548	5768	43,461	6	0
1797.....	60	16,371	2265	1818.....	157	45,040	5903	45,806	1	0
1798.....	66	18,754	2633	1819.....	159	45,093	6291	43,051	8	0
1799.....	67	10,360	2683	1820.....	159	45,092	6137	44,740	18	0
1800.....	61	17,729	2459	1821.....	158	44,864	6074	42,164	0	0
1801.....	64	18,568	2544	1822.....	121	38,182	5234	32,347	4	0
1802.....	79	23,539	3129	1823.....	127	37,028	4984	32,980	2	0
1803.....	95	28,608	3806	1824.....	111	35,194	4867	29,131	15	0
1804.....	92	28,034	3597							
1805.....	91	27,570	3636							
1806.....	91	27,697	3715							

There are no accounts existing, that we know of, from which we can ascertain the bounties paid from 1789 to 1813 inclusive: as those in the customs were destroyed by fire. The bounties paid, according to M'Pherson, from 1750 to 1788 amounted to 1,577,935*l.* sterling; and Mr. M'Culloch estimates that more than 1,000,000*l.* has been paid after that period. So that more than 2,500,000*l.* sterling have been paid by the nation for bounties to the whale fishery.

The northern whale fishery, though for a long period, a severe and perilous nursery for hardy and daring seamen, appears to have been always a speculation and most uncertain pursuit. Its gradual decline, and the probability of its total extinction are shown in the following tables. All pursuits will cease to be followed when they become unprofitable,—when repeated losses are the result. We may lament over the extinction of fleets sailing annually on certain expeditions, which, from long continuance, we, very naturally, considered, as for all time to be allied to the past, the present, and the future maritime history of our country. The fleets of the East India Company,—a glorious and majestic naval force, have vanished. The trade with India has not diminished. Our merchant princes, send thither their individual fleets, which rival those of the Company. We would rejoice at the continuance and the extensive increase of the British South Sea whale fishery as a bold maritime enterprise. Can this be carried into effect for the general benefit of the nation? This is a question which we cannot undertake to answer.

CHAPTER XII.

MANUFACTURES OF THE UNITED STATES.

INDUSTRY, exhibiting the unsubdued spirit of perseverance, while enduring the greatest privations in opposition to, and in overcoming all the difficulties peculiar to, an unknown wilderness and uncivilised aborigines, has, from the first settlement of the New England colonies, characterised the Anglo-Saxons; who fled to America, in order to enjoy civil liberty, and the freedom of worshipping the Creator, according to their conscientious belief, in the truth, purity, and simplicity of primitive Christianity.

The Anglo-Saxons who first emigrated were nearly all poor families. Their means of subsistence depended upon subduing the forest, cultivating the soil, killing wild animals and wild fowl, and upon catching the fish which frequented the shores and rivers. Horned cattle and other live stock were gradually introduced from Europe. But, while in England, persecution continued against those unfortunate persons, emigrants arrived in America faster, and the population increased faster than cattle. Afterwards the latter multiplied rapidly, and it is curious, that as the price of cattle fell from 25*l.* a head, as stated by the Honourable Edward Everett, in an address delivered before the American Institute at New York:—"The effect of which," he observed, "was distressing, but it put the sagacious colonists upon new resources. The account of this, contained in the early historian of the colony, is strongly characterised by the simplicity of elder times." After describing the check put to emigration, he goes on as follows:—"Now the country of New England was to seek of a way to provide themselves with clothing, which they could not obtain by selling cattle, as before; which now were fallen from that huge price forementioned, first to 14*l.* sterling and 10*l.* sterling a head, and presently after, at best within the year, to 5*l.* sterling a piece; nor was there at that rate, a ready vent for them neither. Thus the flood which brought in much wealth to many persons, the contrary ebb carried all away out of their reach. To help them in this their exigent, besides the industry that the present necessity put particular persons upon, for the necessary supply of themselves and their families, *the general court made order for the manufacture of woollen and linen cloth*, which, with God's blessing upon man's endeavour, in a little time stopped this gap in part, and soon after another door was opened by special Providence. For when one hand was shut by way of supply from England, another was opened, by way of traffic, first to the West Indies and Wine islands, whereby among other goods, much *cotton wool* was brought into the country from the Indies, which the inhabitants learning to spin, and breeding of sheep and sowing of hemp and flax, they soon found out a way to supply themselves of [cotton] linen, and woollen cloth."

This early account of the commencement of manufactures in the Anglo-American colonies was followed in nearly all the others, and there is scarcely a

farmer in the northern, central, and western states; and in the British North American colonies, in whose farm-houses the common articles of wearing apparel are not made, chiefly of linen, wool, and cotton.

The following extract from an article in the *Merchants' Magazine* is interestingly characteristic of the industrious energy of the early settlers, and their progress in America:—

“The Anglo-American colonists were, for the most part, poor men, without high rank or title, who were obliged to hew out their own way. Some, it is well known, were induced to immigrate from religious motives, and others from motives of gain, but in all we see traits which are not to be mistaken—the iron firmness and downright vigour of the Anglo-Saxon. They came to a country in which a throne had never stood, without any invincible prejudices in favour of prescriptive principles and forms. They planted themselves in forests fresh in the magnificence of nature, and burdened with the resources of national wealth; and it was this very Anglo-Saxon spirit which enabled them to contend successfully, first with France, and then with England, in two long and bloody contests, and to come out victors, securing to themselves the possession of the soil. It was the spirit of the Anglo-Saxon which afterwards embodied itself in the constitution of the United States, through which they have quadrupled their effective power. It is this which has given increased momentum to the productive industry of the country, which places the great bulk of the people on a broad platform of equal rights, and has made them the source of law, in war soldiers, in peace submissive citizens, pressing motives upon their minds, the strongest which can actuate ambitious men—a fair and open field—to secure the greatest good. It burdens the people with no taxes for the support of an ecclesiastical establishment from whose faith they dissent. It gives no money of the treasury to the maintenance of a gigantic civil list, to the purchase of gems which are to blaze before titled rank only, and no part of the soil is granted out to pets as a reward for imaginary services. Throwing aside all those incumbrances which might obstruct free industry, it says, in effect, to the people, ‘Come, draw your nutriment from the ample bosom of your mother earth, and develop the resources of your country, for your country is your commonwealth.’”

The commerce which was carried on, in America, for nearly a century, both by the French and English, was confined to the exchange of European articles for the furs of wild animals, and to the fisheries on the coast. The policy of Great Britain was afterwards perseveringly directed against the manufacturing industry of the colonists. As early as 1731, the jealousy which existed on this subject induced the House of Commons to report with respect to “any laws made, manufactures set up, or trade carried on, in the colonies, detrimental to the trade, navigation, and manufactures of Great Britain;” and, in consequence of an *alarming* discovery in respect to the manufacturing of hats, it was ordained that no hats or felts should be exported from the colonies, or “loaded on a horse, cart, or other carriage, for transportation from one plantation to another.” In 1750, another law was passed, equally degrading. It prohibited the “erection or continuance of any mill or other engine for slitting or rolling iron, or any plating forge to work with a tilt hammer, or any furnace for making steel, in the colonies, under penalty of 200*l*.”

In 1699, an act of the English Parliament declared, that “no wool, woollen yarn, or woollen manufactures of their American plantations should be shipped there, or even laden, in order to be transported from thence to any place whatever.” In 1719, the House of Commons enacted, “that erecting any manufactories in the colonies tended to lessen their dependence upon Great Britain.” Accounts were received by the mother country about the same time—

“That the colonists were not only carrying on trade, but also setting up manufactures detrimental to Great Britain; and, in consequence of these reports, an order was issued by the House of Commons requiring the Board of Trade to report with respect to *laws made, manufactures set up, or trade carried on detrimental to the trade, navigation, or manufactures of Great Britain.*” The

report made by the Board of Trade in 1732, which although probably not accurate, contains the best account of the condition of American manufactures at that period. This report stated that a law had been passed in the colony of Massachusetts bay to encourage the manufacture of paper, which act tended to diminish the profits made by the British importer of that article; that in New England, New York, Connecticut, Rhode Island, and Pennsylvania, woollen and linen cloth were manufactured to some extent for domestic use, and that the product of those colonies being chiefly cattle and grain, with a quantity of sheep, the wool would be lost were it not used for that purpose. It was also reported, that flax and hemp were produced in the colonies to a considerable extent, which were manufactured into a coarse sort of cloth, as well as bags, traces, and halters for their horses, that were more serviceable than those that were imported from abroad; yet, from the high price of labour here, the manufacture of linen could not be carried on at less than twenty per cent, and that of woollens than at fifty per cent less than the costs of the English fabrics. The returns from the English governor of New Hampshire alleged that there were no manufactures in that province, excepting a little linen made by its emigrants from Ireland, but that the principal trade was in lumber and fish. Massachusetts, at that time, also manufactured a coarse cloth from their flax and wool, but the merchants could import the foreign fabrics at a cheaper rate than they could purchase those which were made at home. A few hat-makers worked at their trades in the towns of that state, but none of their articles were exported. The leather of this province was also wrought by the people; and although iron was worked to some extent, it was deemed inferior to that which was imported from Great Britain, this being considered much the best, as it was wholly used in shipping. The same report stated, that all the iron works within its bounds did not make one-twentieth part of the amount required for its consumption. Nor did New York at that time exhibit the degree of manufacturing enterprise which was deemed detrimental to Great Britain—provisions, furs, whalebone, pitch, oil, and tar, constituting the principal portion of its trade. That of New Jersey was no more formidable in this respect, as its traffic consisted of necessary articles shipped from Pennsylvania and New York. To these articles may be added, a little linen and cotton cloth, brown holland, 'for women's wear,' a paper-mill, that manufactured to the amount of 200*l*. yearly, in the province of Massachusetts bay, besides six furnaces and nineteen forges for making iron, that had been constructed in New England. In Rhode Island there were no manufactures returned; and the province of Connecticut produced timber and boards, all sorts of English grain, hemp, flax, sheep, black cattle, and swine, goats, horses, and tobacco. The manufactures in this colony were inconsiderable, the greater portion of the people being engaged in tillage, while others were employed in the various handicrafts, such as tanning and shoemaking, in building, joining, tailors' and smiths' work. At this period the colony of New York was enabled to pay for the foreign fabrics imported from Great Britain, by being permitted to exchange their provisions, and those of New Jersey, as also horses and lumber, with the foreign colonies, for money, rum, molasses, cocoa, indigo, cotton, and wool. Horses and lumber were exported from Connecticut in return for sugar, molasses, salt, and ardent spirits. In Pennsylvania, brigatines and small sloops were built, which they sold to the West Indies, and 'the surveyor-general of his majesty's woods' states, that in the province of New England many ships were built for the French and Spaniards in exchange for rum, molasses, wines, and silks, which 'they truck there by contrivance.'—*Report of Board of Trade.*

Such was the condition of American manufactures in 1732; and the policy which was persevered in towards the plantations, by recommendation of the Board of Trade, was, "to give these colonies proper encouragement for turning their industry to such manufactures and products as might be of service to Great Britain, and more particularly to the production of all kinds of naval stores."

Acts were, accordingly, passed by the British parliament, in order to prevent the progress of colonial manufactures; and, from the information which had been received, *that hats were made to a considerable extent in these colonies, it was provided, by statute passed in 1732, that no hats should be exported; the same act limiting the number of apprentices who were to be engaged in this business, and prohibiting the exportation of hats from one British plantation to another, as well as the manufacture of hats, excepting by those who had served an apprenticeship of seven years, and forbidding any black or negro from making hats at all. The manufacturer of iron was also regarded with equal jealousy; and, although the colonies were permitted, by a law that was enacted in 1750, to im-*

port pig and bar iron into Great Britain free of duty, its object was to monopolise its manufacture. All factories in the colonies were deemed "a common nuisance, and were required to be abated within thirty days after the evidence of their existence should be adduced, under a penalty of 500*l*." These acts were justly deemed by the colonists usurpations of their right: "for why," said they, "ought not the manufacturers of this country have been permitted the same privileges as the same classes in England?"

"Among the most just causes of complaints in the British colonies against the British government were the restrictions which discouraged manufactures. 'To prevent a whole people from following any branch of industry is assuredly a measure which human nature cannot bear with tame submission: nor can the severity of the regulation be denied, even on the ground that the articles prohibited could be imported cheaper from England. The injury felt by the prohibition was not at the time of much consequence; but the regulation was in itself considered an insult to the understanding of the colonists far more intolerable than previous oppression.'"

During the war of the revolution, the Americans continued and increased their manufactures, of *home-made woven cloth*: that is, woollen cloths, linens, &c., spun, woven, dyed, or bleached, on the premises of the farmers, and of the other inhabitants. This has from an early period been, and has continued to be, the case in all the North American settlements; in which the colonists have also, as far as possible, made their axes, common tools, agricultural instruments, and various articles necessary for their use.

From the peace of 1783 to 1791, some attempts were made to establish, on a larger scale, new manufactures, but generally without success.

Mr. Pitkin, who deserves great praise for his labours, but whose mind was not sufficiently clear, nor his judgment so expansive or sound, as to understand the delusive fallacy of the protective system, observes—

"One of the objects which claimed the attention of the first Congress, under the new form of government, was the encouragement and protection of the manufacturing, as well as the commercial interests of the country. In laying duties on imports in July, 1789, Congress had reference, as the preamble of the act, imposing them, declares, to 'the encouragement and protection of manufactures.' This was, also, openly avowed, on the floor of the House of Representatives, in the debates on the first tariff, established by the general government.

"The first secretary of the treasury (Hamilton), whose powerful mind seemed intuitively, fully to comprehend every subject, to which it bent its force, was the great advocate of American manufactures.

"In his celebrated report on this subject, presented to the House of Representatives, in January, 1791, every argument was urged, and we may truly add, exhausted, in favour of the policy and expediency of protecting and encouraging this branch of domestic economy."

The fallacious system of protective duties was immediately after introduced.—
(See Commercial Legislation of the United States hereafter.)

"Some branches of domestic manufacture had, at that time, made such progress, as in a great measure to supply the home market. Among these the secretary mentions those of skins and leather, iron, wood, flax and hemp, bricks, coarse tiles and potters' ware, ardent spirits and malt liquors, writing and printing paper, sheathing and wrapping paper, press paper and paper hangings, hats, women's stuff and silk shoes, refined sugar, oils of animals and seeds, soap, spermaceti and tallow candles, copper and brass wares, particularly for distilleries, sugar refiners, and brewers, andirons and other utensils for household use, philosophical apparatus, tin wares for most purposes of ordinary use, carriages of all kinds, snuff, chewing, and smoking tobacco, lamp black, and other painter's colours, and gunpowder. These articles were made in manufactories, by the way of regular trades. In addition to these, great quantities of cloths of wool, cotton, and flax, or mixtures of them, were made in families, in every part of the country; and to such extent, as

* Macgregor's British America, 2nd ed., vol. i., p. 17, *et seq.*

the secretary says, in some districts, as to supply two-thirds, three-fourths, and even four-fifths of the clothing of the inhabitants.*

It appears that in 1791, when Mr. Hamilton drew up his report, establishments for the manufacture of cotton and wool had commenced in Rhode Island, Massachusetts, and Connecticut; and a company with 500,000 capital, had been formed, for a cotton establishment at Patterson, in New Jersey, and afterwards commenced business at that place. The first cotton factory in the United States, was established at Providence, by Almy and Brown, and Mr. Samuel Slater, a cotton manufacturer from England.—(See Cotton Manufactures hereafter.)

A cotton manufactory was established at Beverley, in Massachusetts, in 1789 or 1790, by a number of residents in that town, who were aided by the legislature of Massachusetts. Washington appeared, on delivering his message to Congress, in a suit of cloth manufactured in this factory presented to him by its owners. The articles then made in these establishments, were principally corduroys, fustians, and jeans. About the same time, a woollen factory was established at Hartford, in Connecticut.—*Pilkni's Statistics.*

Returns were, in 1810, prepared by order of the federal government of the manufactures of the union.

The returns from Pennsylvania, Connecticut, Massachusetts, New York, and Virginia were considered the most perfect, though in many respects defective. From these returns, an estimate, or digest, of the value of the manufactures of the United States at that period, 1810, was made by Mr. Tench Coxe, selected for that purpose by the secretary of the treasury, and was as follows:—

	dollars.		dollars.
1. Goods manufactured by the loom, from cotton, wool, hemp, flax, and silk, including stockings.....	39,497,057	11. Manufactures from grain, fruit, and case liquors, distilled and fermented.....	16,528,206
2. Other goods spun from the fine materials above enumerated.....	2,032,120	12. Dry manufactures from grain, exclusive of flour, meal, &c.....	75,707
3. Instruments and machinery manufactured, estimated at 188,000 dollars, carding, fulling, and floor-cloth staining by machinery, estimated at 5,957,816 dollars.....	6,144,416	13. Manufactures of wood.....	5,554,708
4. Hats of wool, fur, &c. and from mixtures thereof.....	4,328,744	14. " of essences of oils.....	179,150
5. Manufactures of iron.....	14,364,520	15. Refined sugar.....	1,415,724
6. " of gold, silver, jet-work, mixed metals, &c.....	2,483,912	16. Manufactures of paper, paste boards, cards, &c.....	1,939,285
7. " of lead.....	325,500	17. " of glass.....	1,047,004
8. Soap, tallow, candles and wax, spermaceti, and whale oil.....	1,766,292	18. " of marble, stone, and slate.....	462,115
9. Manufactures of hides and skins.....	17,935,477	19. Earthen manufactures.....	259,720
10. " from seeds.....	836,589	20. Tobacco.....	1,260,378
		21. Drugs, dye-stuffs, and dyeing.....	500,382
		22. Cables and cordage.....	4,243,168
		23. Manufactures of hair.....	129,731
		24. Various and miscellaneous manufactures.....	4,347,611
		Total.....	127,694,602

The spinning, and dyeing, and weaving of cotton and wool were then principally confined to the houses of the farmers and other inhabitants. In which way Mr. Gallatin considered that about two-thirds of the clothing (including

* The *Lowell Courier* contains a letter from Mr. Louis M. Norton, of Goshen, Connecticut, to Mr. Samuel Lawrence, of Boston, which gives the history of one of the first, if not quite the first, systematic effort to manufacture woollens upon an extended scale. "This occurred in 1813—14, and looks strangely in comparison with things in 1843. Three men, of whom Mr. Norton was one, put together a capital of 6000 dollars, and established a factory in Goshen, which cost over 3000 dollars. Wool cost 1 dollar 50 cents per lb., and badly made broadcloths brought from 8 dollars 40 cents to 12 dollars per yard. One invoice of 178½ yards brought a total of 1769 dollars 33 cents. Another invoice of 255 yards brought 2551 dollars 15 cents, or more than 10 dollars a yard. Such cloths, if they would sell at all now, would bring about one dollar a yard. But, as it was, the war came to an end—a deluge of English cloths overwhelmed the little Yankee factory, and the partners settled up with the loss of the capital, and three times as much more. Such is an outline of the first essay, or one of the first, at making broadcloths in this country, and the losses were hardly an apology for the hundreds of thousands which have been lost since; through all of which, however, the Yankees have gone on undaunted, until, in many articles, they are now able to defy the skill of the old nations. In those days, merino sheep were the most beautiful animals which walked the earth, and their price was from 1000 to 1500 dollars. He was a great man who owned a sheep, and not a small man who could say that he owned a quarter of one."

hosiery), of the house and table linen worn, and used, by the inhabitants of the United States were made.

The number of cotton mills in 1809 was eighty-seven; sixty-two of which (forty-eight water and fourteen horse mills) were in operation, and turned 31,000 spindles. The other twenty-five were so far advanced as to be in operation in the course of the year 1810.

Mr. Gallatin estimated the amount of capital employed in the mills at 4,800,000 dollars, the quantity of cotton used 3,600,000 lbs., the yarn spun at 2,880,000 lbs., valued at 3,240,000 dollars, the men employed 500, and the women and boys 3500.

By the return of the marshals, the number of cotton factories was 168, with 90,000 spindles; but from many of the states no returns were made of the quantity of cotton used, the yarn spun, or the cloth made. Massachusetts had fifty-four, most of them small, having, in the whole, only 19,448 spindles, and spinning 838,348 lbs. of cotton, valued at 931,916 dollars. Rhode Island had twenty-six factories, with 21,030 spindles; and Connecticut fourteen, with 11,883 spindles.—*Pitkin*, p. 472.

According to the returns of the marshals for 1810, the quantity of cloth made of wool, cotton, and flax, and their mixtures, in each state, with the estimated value, and the number of looms, also, in each state, were as follow:—

S T A T E S.	Yards.		Value.		Looms.		S T A T E S.	Yards.		Value.		Looms.	
	number.	dollars.	number.	dollars.	number.	dollars.		number.	dollars.	number.	dollars.	number.	dollars.
Maine.....	2,045,735	1,067,702	10,057				Brought forward..	40,081,176	21,208,627	168,877			
Massachusetts.....	4,044,200	2,064,576	22,564				Virginia.....	9,855,996	4,405,171	42,476			
New Hampshire....	4,301,085	1,760,417	20,080				North Carolina....	7,392,927	2,591,817	42,077			
Rhode Island.....	2,102,482	1,055,474	4,565				South Carolina....	3,267,141	1,678,887	14,938			
Connecticut.....	4,080,894	2,130,826	16,132				Georgia.....	4,002,379	2,061,309	13,190			
Vermont.....	3,290,650	1,669,095	14,801				Kentucky.....	4,648,375	2,057,081	24,459			
New York.....	9,044,752	5,005,887	33,068				East Tennessee....	1,214,000*	624,194	6,063			
New Jersey.....	1,920,327	1,168,232	4,745				West Tennessee....	2,052,844	1,051,115	10,353			
Pennsylvania.....	6,400,674	4,134,768	17,577				Ohio.....	1,944,433	909,548	10,956			
Delaware.....	378,757	245,111	2,000				District of Columbia.	71,000	35,500	188			
Maryland.....	1,801,578	901,539	6,388				Total.....	75,230,772	36,793,249	325,077			
Carried forward..	40,081,176	21,208,627	168,877										

* By estimate, the value only being returned.

Mr. Pitkin considers that the foregoing quantities and values were short of the truth, as many families were, probably, unable to give very accurate accounts; and many more, jealous, that the object was taxation, either refused to give any account whatever, or certainly not to the full amount. The marshal of Rhode Island informed the secretary, "that much patience and forbearance was required by his assistants, from the prejudices of the people, who, in many instances, refused to give any account of their manufactured articles; and, perhaps, not any article to the full amount or value, from an opinion, that the returns were demanded by government, with a view of taxing their industry." In consequence of this, the marshal was of opinion, that the articles manufactured might be justly estimated, from twenty to twenty-five per cent above the amount returned; from which Mr. Pitkin concluded that the value of manufactures of wool, cotton, and flax, in 1810, exceeded 40,000,000 dollars.

The war between the United States and Great Britain, which followed, compelled the Americans to manufacture for themselves: particularly woollen and cotton goods; and many millions of capital were invested in the establishment of woollen and cotton factories.—(See Cotton and Woollen Manufactures hereafter.)

The principal object of the convention, which met at New York, in October, 1831, was, to collect information with respect to particular manufactures; and for this purpose, committees were appointed, composed of persons selected from different parts of the United States.

The attention of these committees was directed to the manufactures of cotton, wool, iron, and steel, salt, hats, cabinet wares, glass, sugar, and molasses, and to the subject of chemistry, as connected with manufactures and the mechanical arts. From these reports and from various official and other documents, the following account of the manufactures of the United States are drawn up.

CHAPTER XIII.

RISE AND PROGRESS OF THE COTTON MANUFACTURES OF THE UNITED STATES.

THE efforts of the citizens of the United States to manufacture cotton woven goods, made little progress, until some years after the war of the revolution: though, during that war, woven articles had been manufactured for domestic wear.

It was long found impossible, even under the system of protective duties, to compete with the cottons produced by the aid of machinery in England. The genius of Arkwright enabled the latter, in defiance of high taxation and that bane of manufactures, as well as of agriculture, the corn laws, to spin and manufacture cottons for most countries, including the United States. Nor, would the latter have succeeded to the extent to which they have done, in the New England and other states, if England had never imposed high taxes on bread and other food, to make both dear; and if no duty had ever been levied in the United Kingdom, on cotton wool and other raw materials.

We have stated in our description of the several states, the localities, the number, and the value of the products of the cotton, as well as the other manufactures of the United States. Under the head of the Manufactures of Massachusetts, and especially of Lowell, we have given copious details. The following extracts from a pamphlet, written in 1841, by the manager of the Saco cotton mills, in Maine, are worthy of attention; especially as showing how genius and capital is transferred from the United Kingdom to the United States.

“It is to be remembered that Sir Richard Arkwright took his first patent for an entirely new method of spinning cotton yarn for warps in 1769, at which period his first mill was put in operation at Nottingham, in England, and his second mill, which was much larger, was erected at Crom

ford, Derbyshire, in 1771. After which, his mode of spinning by water-frames extended rapidly all over the kingdom; so that during the period when the most persevering exertions were being made by various enterprising individuals, in different parts of the United States, to improve and perfect this most important manufacture, England was enjoying all the benefit of Arkwright's patents, by means of which cotton yarn was produced at much less expense and of a superior quality to any that had ever been made by machinery before that period: and, at the same time, the British government were using every means in their power to prevent models or drawings of these machines from being carried out of the country. Every effort to erect or import this machinery into the United States had hitherto proved abortive. Much interest had been excited in Philadelphia, New York, Rhode Island, and Massachusetts, but they found it impossible to compete with the superior machinery of England.

"Such was the state of the cotton manufacture in the United States in 1790: every endeavour to introduce a proper system of spinning had been fruitless; and nothing but the introduction of the water-frame spinning, which had superseded the jennies in England, could have laid a foundation for the successful prosecution of the business in America, and that was happily accomplished by one who was personally and practically acquainted with the business in all its details. The individual here referred to was Mr. Samuel Slater, who has justly been called the *Father of the Cotton Manufacture of America*.

"Mr. Slater was born in the town of Belper, Derbyshire, England, on the 9th of June, 1768; and when about fourteen years of age, he was bound apprentice, at Milford, near Belper, to Jedediah Strutt, Esq. (the inventor of the Derby ribbed stocking frame, and for several years a partner with Sir Richard Arkwright, in the cotton-spinning business). At that time, Mr. Strutt was erecting a large factory at Milford, where Slater continued to serve him for some time in the capacity of clerk; but, during the last four or five years of his apprenticeship, his time was solely devoted to the factory, as general overseer, both as respected the making of the machinery, and in the manufacturing department. After having completed the full term of his engagement, viz., six and a half years, he continued for some time longer with Mr. Strutt for the purpose of superintending some new works that were then erecting; his design in doing so was to perfect his knowledge of the business in every department, as previous to this time his thoughts had been directed to America by various rumours which had reached Derbyshire, of the anxiety of the governments of the different states in that country to introduce and encourage manufactures. A newspaper account of a liberal bounty of 100*l.* having been granted to a person who succeeded in constructing a very imperfect carding machine for making rolls for jennies, and the knowledge that a society to promote manufactures had been authorised by the same legislature, finally determined him to try his fortune in the western hemisphere.

"He embarked at London for New York, on the 13th of September, 1789, and landed at the latter on the 17th of November, after a passage of sixty days. He was, immediately after his arrival, introduced to the New York Manufacturing Company; but, finding that the state of their works did not suit his views, he left that place in the January following for Providence, Rhode Island, and there made arrangements with Messrs. Almy and Brown to commence preparations for spinning cotton entirely upon his own plan. On the 18th of the same month, the venerable Moses Brown took him out to Pawtucket, where he commenced making the machinery, principally with his own hands; and on the 20th of December, 1790, he started three cards, drawing and roving, together with seventy-two spindles entirely upon the Arkwright principle, being the first of the kind ever operated in this country. These were worked by the water-wheel of an old fulling-mill in a clothier's building, in which place they continued spinning about twenty months, at the expiration of which time several thousand pounds of yarn were on hand, notwithstanding every exertion was used to weave it up and sell it.

"Early in 1793, Almy, Brown, and Slater, built a small mill in the village of Pawtucket, in which they put in operation seventy-two spindles, with the necessary preparation, and to these they gradually and slowly added more and more, as the prospects became more encouraging. After a short time, besides building another factory, they considerably enlarged the first.

"Such, then, were the circumstances under which the Arkwright mode of spinning was introduced into this country, and such was the individual to whom belongs the entitlement of its introduction.

"Mr. Slater's business was so prosperous, that about the year 1806, he invited his brother, Mr. John Slater, to come to this country, who, in all probability, brought with him a knowledge of all the most recent improvement made by the English spinners. The now flourishing village of Slatersville, in Smithfield, was then projected, in which John Slater embarked as a partner, and in June of the same year, removed to Smithfield as superintendent of the concern. In the spring of 1807, the works were sufficiently advanced for spinning, and up to the present time, they have been under the management of that gentleman, in an uninterrupted state of improvement. This fine estate was owned, in equal shares, by four partners, but now wholly belongs to John Slater and the heirs of his brother.

"Cotton-spinning, according to the preceding statements, commenced in the then obscure village of Pawtucket in 1790, at which time only seventy-two spindles were put in operation.

" Previous to 1815, the whole weaving in the United States was done by hand-loom, in many of which considerable improvements had been made, and great quantities of cloth were manufactured for home consumption. About 1814, a Mr. Gilmour landed in Boston from Glasgow, with models or patterns of the power-loom and dressing-machine, whom Mr. John Slater invited to Smithfield, and made known to him his wishes to construct these important machines; but not being able to prevail on the whole of the partners to engage in the business, Mr. Gilmour remained some time in Smithfield, employed as a mechanic, where he introduced the hydrostatic press, which proved to be of great advantage in pressing cloth, &c.

" Judge Lyman, of Providence, had been endeavouring to construct a power-loom, but failed in the attempt. On hearing of Mr. Gilmour, he, with some other gentlemen, entered into a contract with him to build a power-loom and dressing-machine, from the patterns he had brought from Great Britain, which he did, to the great satisfaction of his patrons, from whom he received a compensation of 1500 dollars. These machines were soon after introduced into Pawtucket, where David Wilkinson commenced making them for sale. Gilmour was a man of great mechanical genius, but neglected to turn his talents and opportunities to the advantage of his family, and consequently, on his death, they were left in poor circumstances.

" The hand-loom was soon superseded by the others, the introduction of which greatly aided in extending the business in this country, and has enabled the American manufacturers to compete with Great Britain, in South America, India, and some other foreign markets."

The report on cottons, made by the committee of the convention, presents a detailed view of the manufacture of that article in various establishments, in the twelve states of Virginia, Maryland, Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, and Delaware. It appears, that in these twelve states, there were in operation, in 1834, cotton factories to the number of 795, viz.—

Having a capital (in fixtures principally) of dlsr. 40,614,984	And in these factories there was used	
Number spindles in operation was..... 1,246,583	pounds of starch.....	1,641,253
Number of yards of cloth made..... 230,461,900	Barrels of flour for sizing.....	17,245
Pounds of yarn sold..... 10,612,000	Cords of wood.....	46,519
Pounds of cotton used*..... 77,757,316	Tons of coal.....	24,420
Males employed..... 18,530	Bushels of charcoal.....	9,205
Females employed..... 38,927	Gallons of oil.....	300,338
Children under twelve years..... 4,091	Value of other articles..... dlsr. 599,323	
	That the spindles building were.....	172,024
The annual value..... dlsr. 26,000,000	Hand-loom.....	4,760
And the annual amount of wages..... do. 10,294,944	And the total of dependents were.....	117,626

In addition to this, the committee, in the same report, estimate the amount of capital employed in shops—

For making machinery, at..... dlsr. 2,400,000	Annual value..... dlsr. 1,500,000
The annual value of machinery made, at.... do. 3,500,000	Annual wages, at..... do. 402,865
And the annual wages..... do. 1,248,000	And number of yards printed, at..... 25,000,000
The capital in bleacheries was estimated at.... do. 900,000	Making the annual value of all these establishments..... dlsr. 32,036,760
The annual product, at..... do. 1,036,700	And the annual amount of wages..... do. 12,155,723
The annual wages, at..... do. 209,814	
The capital employed in printing cottons was estimated at..... do. 1,000,000	

This report including only twelve states, and it remarks that—

" In the southern and western states, no less than thirty establishments have been reported to the committee; but having no accurate returns from these states, they have preferred to omit them altogether. Some reluctance has also been found among the manufacturers in giving all the details required of them. A great proportion of them have mistaken the question respecting the capital which they employ, and returned only that which was invested in fixtures. The committee have not thought it proper to alter the amount so returned; but they will take the opportunity of saying, that so general has been this error, that they have no doubt that one-fourth to one-third, might with propriety be added under this head to the total amount." Cotton factories were at that time in operation in Ohio and Kentucky, and other states.

The foregoing account does not include the cotton manufactured in families, either from the yarn purchased from the factories, or spun in families by machinery made for that purpose.

Making 214,882 bales, of the average weight of 361 $\frac{86}{100}$ lbs.

DETAILED Statement from the Report of the Commissioners, of the Number of Cotton Establishments in the Twelve following States, and the Products, in 1881.

STATEMENT.	Virgi- nia.	Mary- land.	Maine.	Ver- mont.	New Hamp- shire.	Massa- chusets.	Conne- cticut.	Rhode Island.	New York.	New Jersey.	Pennsyl- vania.	Delas- ware.	Total.	Ma- chine shops.	Blanch- enks.	Prings- rees.	GRAND TOTAL.
Capital.....dollars	290,000	2,144,000	765,000	295,500	5,200,000	12,891,000	2,925,000	6,202,249	3,671,500	2,027,044	3,738,500	384,500	49,814,984	2,400,000	900,000	1,000,000	44,914,984
Number of mills.....	7	23	8	17	40	250	94	116	112	112	67	10	798	..	..	..	798
— of spindles.....	9,834	47,222	6,500	12,322	112,776	339,777	115,928	225,753	137,316	69,979	120,810	54,866	1,946,508	..	..	..	1,946,508
— of looms.....	91	1,022	164	332	3,850	9,981	2,609	5,773	3,653	815	6,301	235	33,066	..	..	..	33,066
Pounds of yarn, sold.....	869,000	1,104,000	..	101,000	..	897,266	487,900	..	1,857,790	3,212,184	2,192,665	..	10,642,000	..	..	..	10,642,000
Yards of cloth, ditto.....	672,000	7,649,000	1,796,000	2,234,400	29,000,500	79,321,000	20,045,500	27,121,681	21,016,920	6,123,776	9,232,467	5,103,746	230,461,990	..	..	..	230,461,990
Pounds of cloth, ditto.....	168,000	2,284,000	585,000	574,500	7,255,000	21,301,000	5,612,000	9,271,481	5,297,713	1,877,418	4,207,192	1,201,500	59,694,928	..	..	..	59,694,928
Males employed.....	143	894	54	102	875	2,065	1,399	1,731	1,374	2,131	6,545	607	19,539	3,200	612	959	32,301
— wages per week, ditto.....	2-73	3-87	5-36	5-00	6-25	7-00	4-50	8-25	6-00	6-00	6-00	5-00	..	7-50	6-00	7-00	..
Females employed.....	275	1,793	203	363	4,090	10,678	2,477	3,297	3,632	3,070	8,351	616	38,927	7-50	125	125	39,178
— wages per week, ditto.....	1-36	1-91	2-33	1-84	2-60	2-25	2-30	2-30	1-30	1-00	2-00	2-00	..	..	2-53	2-53	..
Children under twelve years.....	..	..	..	19	60	..	439	3,472	484	217	..	..	..	..	..	439	5,121
— wages per week, ditto.....	..	..	..	1-40	2-00	..	1-50	1-50	1-40	1-40	..	..	..	..	..	1-53	..
Pounds of cotton, used.....	1,152,000	1,068,000	598,000	769,000	7,845,000	24,871,081	5,777,209	10,414,378	7,961,670	5,832,204	7,111,174	1,435,000	77,257,316	..	..	..	77,257,316
Pounds of starch, ditto.....	5,500	..	15,000	3,200	164,000	967,480	181,165	324,908	24,030	..	..	..	1,641,233	..	429,695	..	2,070,878
Barrels of flour for sell- ing.....	50	874	70	392	1,900	2,331	516	1,334	2,469	975	5,714	750	17,845	..	..	..	18,545
Cords of wood.....	200	6,148	400	503	7,500	9,476	7,193	1,449	7,088	671	5,000	750	46,919	..	..	30,000	76,519
Tons of coal.....	1,000	63	..	..	1,900	2,621	3,471	1,410	488	820	15,314	768	24,429	..	13,350	2,350	43,599
Bushels of charcoal.....	..	..	..	..	..	4,335	3,350	..	..	..	..	..	..	..	..	..	..
Gallons of oil.....	2,074	12,875	2,700	3,070	40,000	69,428	25,217	61,437	35,923	13,248	29,300	6,000	390,338	..	..	2,900	305,138
Value of other articles dollars.....	2,900	31,045	3,200	5,720	103,000	180,677	30,063	77,433	60,335	19,208	74,640	12,000	599,223	1,900,319	276,265	930,485	3,766,295
Spindles building.....	..	..	96,000	9,208	36,000	69,860	18,036	..	12,508	11,000	..	..	172,024	..	..	..	172,024
Hand-weavers.....	..	..	..	..	..	..	..	..	..	1,060	2,700	..	4,700	..	..	..	4,700
Total dependants.....	..	..	..	..	..	..	..	..	..	..	..	..	117,626	9,600	1,408	2,869	131,499
Annual value.....dollars	..	4,208	389	1,511	8,000	25,211	7,295	17,567	13,951	12,750	25,000	2,500	26,000,000	3,500,000	1,094,760	1,000,000	32,036,769
Average wages.....do.	..	..	..	..	..	..	..	..	..	..	..	..	10,324,944	1,249,000	209,816	402,985	12,155,733

Remarks.—Delaware includes 162,000 dollars, and Pennsylvania 300,000 dollars, for the capital employed the hand-loom. The cotton consumed, 77,257,316 lbs., is 214,892 bales, of the average weight of 361 lbs. 100 lbs.

HOURS OF LABOUR.—"The average time of working in the mills per day, is about twelve hours and a quarter. The female operatives remain in the employ of the companies, on an average, a fraction over three years. Their average ages probably range from fifteen to twenty-four. Very few are under fifteen, and not many over twenty-four. The expense of a female employed in the mills, exclusive of board, need not exceed forty dollars per annum, even when she dresses elegantly on sabbaths and holidays, and well every day. She may therefore save, in three years, 186 dollars, enough to purchase a small farm in the western country, or to decently furnish a young mechanic's or farmer's house in New England. It is a very important fact, that most of the girls employed in the mills take good care of their earnings. The cashier of the savings' bank informs me, that of 386,000 dollars deposited in that institution, 250,000 dollars belong to the operatives, mostly females, employed in the factories. Some young females come here from the surrounding country, work a few years, and employ their earnings to aid their fathers to pay small debts; some to procure the means of completing a genteel education at some one of our numerous New England academies. The majority, however, save their money to furnish the houses of their future husbands. It is supposed that their chances of marrying are increased, rather than diminished, by their residence and employment in the city. Not a few are betrothed before they enter the mills; and while the young men, to whom they were to be wedded, are labouring here or elsewhere for the means to purchase a farm and build a house, they labour for the means to furnish it, and in most cases successfully too."—Note to article in *Hunt's Magazine*.

EXPORTS OF DOMESTIC MANUFACTURES OF COTTON FROM THE UNITED STATES.

The following statement, showing the annual amount of the exports of domestic manufactures of cotton to each of the different countries to which they were chiefly exported from the United States in each year, from 1826 to 1842, have been compiled from the annual reports of the secretary of the treasury, on commerce and navigation;—

MEXICO has been a regular, and, for several years, a large customer, as well for coloured as for white goods. Of the former, in 1826, she took 20,464 dollars; in 1835, 291,780 dollars; since then there has been a falling off in the amount, so that, in 1841, it was only 52,079 dollars. Of white goods she received, in 1826, 309,807 dollars; in 1835, 1,054,608 dollars; which has since gradually declined to 61,583 dollars, in 1841, owing, probably, to the perturbed state of that country:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	20,464	309,807	1835.....	291,780	1,054,608
1827.....	18,397	311,492	1836.....	2,818	789,831
1828.....	21,897	63,106	1837.....	223,015	94,920
1829.....	48,704	116,627	1838.....	99,100	371,023
1830.....	32,832	461,331	1839.....	100,817	170,523
1831.....	79,737	342,837	1840.....	86,883	155,220
1832.....	29,200	165,701	1841.....	52,079	61,583
1833.....	233,481	578,037	1842.....	30,276	84,119
1834.....	91,249	417,502	1843.....	79,333	113,694

CENTRAL AMERICA has regularly received from us since 1826, but to a comparatively small extent:—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	1,254	22,061	1835.....	2,724	18,134
1827.....	738	41,887	1836.....	20,459	21,321
1828.....	4,828	17,070	1837.....	5,531	51,178
1829.....	6,046	23,610	1838.....	7,788	48,938
1830.....	540	26,468	1839.....	1,414	36,476
1831.....	200	14,849	1840.....	13,677	68,093
1832.....	3,151	27,240	1841.....	8,539	46,314
1833.....	14,490	103,323	1842.....	659	17,661
1834.....	.....	28,123	1843.....	2,693	21,192

TEXAS, considering the unsettled state of the country since its independence, has formed a

considerable outlet for American manufactures, and, when established, will no doubt afford a permanent and extensive market. The first exports appear to have been made in 1837 :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1837.....	9,593	50,031	1841.....	54,393	43,030
1838.....	30,711	29,553	1842.....	17,412	18,901
1839.....	95,857	138,603	1843.....	17,317	9,792
1840.....	86,300	67,489			

HONDURAS has taken, nearly every year, both white and coloured goods, and the export is increasing :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1827.....	450	476	1837.....	1742	5,292
1828.....	....	250	1838.....	....	13,754
1829.....	....	955	1839.....	607	25,061
1832.....	5451	1,400	1840.....	1246	25,014
1833.....	1600	9,221	1841.....	....	33,173
1834.....	....	2,742	1842.....	....	7,590
1835.....	944	11,102	1843.....	....	21,207
1836.....	507	3,270			

CHILI has uniformly been the largest customer, especially for white goods, receiving at the same time, to some extent, coloured goods also :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	....	37,403	1835.....	5,828	249,310
1827.....	1,894	271,033	1836.....	123,771	273,359
1828.....	15,747	503,989	1837.....	57,865	660,717
1829.....	52,090	341,095	1838.....	4,006	634,201
1830.....	5,817	90,077	1839.....	20,980	914,604
1831.....	4,456	306,336	1840.....	30,687	827,931
1832.....	275	278,146	1841.....	12,870	470,419
1833.....	10,913	346,651	1842.....	13,011	728,980
1834.....	7,029	316,648	1843.....	2,000	444,084

BRAZIL furnishes the next largest market for both white and coloured goods :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	1,159	215,287	1835.....	20,827	240,060
1827.....	2,736	63,880	1836.....	12,101	187,967
1828.....	2,544	109,833	1837.....	86,709	217,005
1829.....	5,004	172,231	1838.....	32,887	459,847
1830.....	554	54,234	1839.....	61,017	231,242
1831.....	1,388	62,541	1840.....	79,533	391,170
1832.....	13,244	166,023	1841.....	164,031	424,701
1833.....	16,545	207,151	1842.....	146,193	222,572
1834.....	16,365	206,824	1843.....	130,179	208,142

The CISALPINE REPUBLIC commenced receiving American manufactures in 1837 to a small extent :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1837.....	1,172	344	1841.....	6,548	12,752
1838.....	3,154	16,100	1842.....	20,700	17,826
1839.....	10,860	11,294	1843.....	1,433	6,207
1840.....	6,494	26,165			

BUENOS AYRES, till 1828, and during the remainder of the period, the Argentine Republic received cotton goods regularly from the United States :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	2,486	42,501	1835.....	....	101,488
1827.....	870	5,531	1836.....	13,184	83,423
1828.....	136	17,907	1837.....	2,903	50,657
1829.....	4,081	143,570	1838.....	5,496	98,596
1830.....	1,265	43,509	1839.....	2,105	45,189
1831.....	80	32,922	1840.....	864	92,405
1832.....	38,116	127,867	1841.....	21,622	131,842
1833.....	12,419	138,460	1842.....	11,137	46,280
1834.....	4,624	256,337	1843.....	2,027	39,853

PERU, from 1820 to 1832, was a regular customer, excepting in 1831. No further exports appear to have been made till 1837 and 1838, since which time they have ceased.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	11,700	29,706	1830.....	....	2,481
1827.....	257	62,324	1832.....	....	2,223
1828.....	5,674	40,290	1837.....	32,466	15,104
1829.....	1,612	41,556	1838*.....	....	97,713

COLOMBIA has been a small but regular customer from 1826 to 1838, when Venezuela and New Grenada took her place :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	3230	14,411	1833.....	1,852	33,343
1827.....	2596	13,284	1834.....	15,014	41,422
1828.....	1803	5,138	1835.....	9,326	41,209
1829.....	358	4,555	1836.....	12,217	50,035
1830.....	295	4,693	1837.....	27,739	70,418
1831.....	980	14,023	1838*.....	11,343	43,715
1832.....	3057	20,378			

* Included under general term of South America, after this year.

VENEZUELA, in 1839, received of coloured goods, 2003 dollars; 1840, 12,569 dollars; 1841, 3988 dollars; and of white goods, in 1838, 16,945 dollars; 1839, 49,549 dollars; 1840, 80,621 dollars; 1841, 26,083 dollars.

NEW GRENADA, in 1839, received all white goods, 2858 dollars; 1840, 3527 dollars; 1841, 1794 dollars.

SOUTH AMERICA, generally.—Under this head, in addition to the foregoing, there were exported in 1827, 2339 dollars; in 1829, 967 dollars; in 1834, 90 dollars; in 1839, 12,276 dollars; in 1840, 58,810 dollars; and in 1841, 37,760 dollars, all white goods; and in 1840, 766 dollars, and in 1841, 21,051 dollars, of coloured goods; in 1842, 27,960 dollars, white goods, and 44,729 dollars, coloured; in 1843, 1859 dollars, white, and 38,376 dollars, coloured goods.

CHINA does not now, for the first time, receive American cotton manufactures, having, since 1826, been a customer to a considerable amount, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1820.....	154	14,776	1835.....	2,532	170,175
1827.....	....	9,368	1836.....	15,351	70,394
1828.....	....	11,981	1837.....	11,997	159,255
1829.....	....	25,913	1838.....	11,280	507,500
1830.....	....	52,080	1839.....	6,360	255,075
1831.....	....	49,256	1840.....	....	361,005
1832.....	....	87,450	1841.....	....	173,755
1833.....	64,881	127,813	1842.....	....	337,470
1834.....	....	146,881	1843.....	31,806	971,202

TURKEY, the LEVANT, and EGYPT.—With the exception of 417 dollars in 1828, and 172 dollars in 1829, have received all in white cottons.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	20,058	1835.....	....	14,968
1827.....	46,321	1836.....	....	51,240
1828.....	3,880	1837.....	....	21,720
1829.....	4,004	1838.....	....	111,917
1830.....	29,117	1839.....	....	48,956
1831.....	11,599	1840.....	....	63,710
1832.....	52,661	1841.....	....	81,780
1833.....	70,902	1842.....	57,273	3,403
1834.....	30,433	1843.....	85,389	175

The NORTH-WEST COAST OF AMERICA received—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	300	9,951	1832.....	....	11,226
1827.....	67	14,364	1833.....	....	8,230
1828.....	1025	17,483	1834.....	1130	12,209
1829.....	....	1,075	1835.....	....	4,809
1830.....	390	7,188	1836.....	6104	5,906
1831.....	....	5,113	1840.....	24	59

The export of cottons to the Islands of the SOUTH SEAS, commenced in 1826, and have continued a regular market, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	432	3859	1836.....	....	24,764
1828.....	1160	9463	1837.....	....	8,946
1829.....	1824	2064	1838.....	4,000	11,590
1830.....	1104	600	1839.....	5,359	27,739
1831.....	....	371	1840.....	6,371	49,174
1833.....	4677	7455	1841*.....	45,373	60,128
1834.....	96	3911	1842.....	8,225	14,314
1835.....	....	4185	1843.....	5,862	8,465

* Sandwich Islands included in, and after this year, under South Seas and Pacific Ocean.

SANDWICH ISLANDS.—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1837.....	....	15,227	1840.....	49,174	6,371
1838.....	11,590	4,000	1841.....	....	....
1839.....	37,739	5,350			

In the report of 1841, these two are united—45,373 dollars' worth of coloured, and 60,128 dollars' worth of white goods.

AUSTRALIA, in 1838, received 910 dollars' worth of cotton goods; in 1840, 3590 dollars; in 1841, none; in 1842, none; and in 1843, 160 dollars white.

MANILLA and PHILIPPINE ISLANDS have been regular customers since 1828; taking altogether of white goods, excepting 362 dollars' worth of coloured in 1829.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1829.....	....	534	1836.....	....	5,030
1830.....	....	190	1837.....	....	78,531
1831.....	....	25,024	1838.....	....	95,416
1832.....	....	8,571	1839.....	....	80,271
1833.....	....	2,680	1840.....	....	33,050
1834.....	....	2,662	1841.....	....	179,056
1835.....	....	35,471	1842.....	....	24,988
			1843.....	275	....

ASIA generally.—Besides the preceding, there have been regular exports to other parts of Asia, under this general head.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	....	1,277	1835.....	1,170	33,668
1827.....	....	3,100	1836.....	....	9,316
1828.....	....	583	1837.....	....	58,931
1829.....	....	5,233	1838.....	376	82,427
1830.....	....	10,846	1839.....	58,013	67,126
1831.....	....	7,316	1840.....	21,231	80,587
1832.....	....	18,334	1841.....	3,029	183,577
1833.....	278	12,678	1842.....	22,447	171,509
1834.....	166	9,723	1843.....	2,656	213,370

DUTCH EAST INDIES.—The export commenced in 1828. From that year to 1833, none but white goods; for five subsequent years, a portion of coloured; since then, all white.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1828.....	....	2,577	1836.....	....	134,914
1829.....	....	5,777	1837.....	1911	240,699
1830.....	....	4,110	1838.....	4000	129,250
1831.....	....	3,500	1839.....	....	65,618
1832.....	....	6,896	1840.....	....	90,241
1833.....	5320	25,285	1841.....	....	82,789
1834.....	2074	52,806	1842.....	....	39,196
1835.....	283	124,602	1843.....	....	46,290

Dutch West Indies, have likewise been small customers for several years, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	939	1604	1836.....	1050	202
1827.....	170	706	1837.....	2978	6,001
1828.....	170	706	1838.....	....	6,704
1831.....	....	....	1839.....	....	5,980
1832.....	15	1422	1840.....	900	16,637
1833.....	428	772	1841.....	2000	3,373
1834.....	433	842	1842.....	930	12,627
1835.....	....	....	1843.....	....	7,425

HOLLAND, in 1832, received 900 dollars, in 1837, 5027 dollars' worth of white goods, and in 1843 252 dollars' worth of white goods.

HANSB TOWNS, in 1826, took 315 dollars' worth of white goods; in 1832, seventy-two dollars; in 1834, 820 dollars; in 1839, twenty dollars; in 1840, 2150 dollars; in 1841, 1412 dollars; and in 1837, 288 dollars' worth of coloured goods; in 1842, fifty dollars of white; and in 1843, 885 dollars' worth of white goods.

BELGIUM, in 1840, received 341 dollars, in 1841, 10,894 dollars' worth of cotton goods, but in 1842 and 1843 none.

FRENCH WEST INDIES have constantly received a small amount, chiefly white goods.

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826.....	657	1830.....	418	1834.....	816	1838.....	5559
1827.....	1064	1831.....	436	1835.....	2504	1839.....	4603
1828.....	320	1832.....	505	1836.....	6345	1840.....	5193
1829.....	1807	1833.....	1969	1837.....	3395	1841.....	3556

and in 1826, twenty dollars' worth of coloured goods; 1827, forty-seven dollars; 1833, 472 dollars; 1834, 144 dollars; 1840, 158 dollars; 1841, sixty-eight dollars; 1842, coloured, 123 dollars; white, 7454 dollars; and in 1843, 479 dollars coloured, and 2243 dollars white goods.

FRANCE, on the ATLANTIC, received, in 1832, 100 dollars' worth, and in 1838, 310 dollars' worth of white goods. Her African settlements took, in 1830, 266 dollars' worth; and her ports on the Mediterranean, in 1830, received 1292 dollars' worth; in 1833, 450 dollars' worth; in 1835, 931 dollars' worth; in 1836, 1837, 1838, 1839, 1840, and 1841, none; in 1842, 2398 dollars' worth; and in 1843, none.

RUSSIA received, in 1830, fifty-two dollars' worth, and in 1839, 12,131 dollars' worth of white goods.

ENGLAND, and the dependencies of Great Britain.—To England, the amount is very small, and probably was only designed to exhibit samples of different American manufactures. In 1826, only 664 dollars' worth; in 1829, 450 dollars' worth of white goods. In 1828, the first coloured goods were sent, amounting only to 273 dollars; in 1830, 1852 dollars; in 1832, 2289 dollars; in 1833, 1861 dollars; in 1834, 4566 dollars, all white goods. In 1835, 573 dollars' worth of coloured goods; in 1836, 2233 dollars' worth of white, and 8580 dollars' worth of coloured goods; and in 1837, 11,899 dollars' worth of coloured goods, which appears to be the last export up to 1841. Several of her colonies have been regular customers, to some extent.

BRITISH EAST INDIES.—In 1827, the export commenced, and has been continued ever since, increasing, till, instead of deriving, as formerly, from this quarter, our principal supply of white goods, we received not a piece from thence in 1840 and 1841; but in each of those years furnished them with over 150,000 dollars' worth of our own manufacture.

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1827.....	1,300	1832.....	20,073	1837.....	52,017	1841.....	157,600
1828.....	1,957	1833.....	36,013	1838.....	134,848	1842.....	120,581
1829.....	9,353	1834.....	89,454	1839.....	42,802	1843.....	115,202
1830.....	16,338	1835.....	27,300	1840.....	153,484		
1831.....	29,016	1836.....	102,746				

In 1832, eighty-seven dollars' worth of coloured goods were exported to the East Indies; in 1838, 5914 dollars' worth; in 1839, 442 dollars' worth; in 1842, 9905 dollars' worth; and in 1843, 708 dollars' worth.

St. HELENA.—In 1833, 2426 dollars' worth of coloured, and 1846 dollars' worth of white goods, were exported to this island; and in 1834, 1407 dollars' worth of coloured, and 7108 dollars' worth of white goods; none since.

The **CAPE OF GOOD HOPE** received from us, in 1826, 584 dollars' worth of white goods; in

1833, 865 dollars' worth; in 1835, 2,015 dollars' worth; in 1836, 1,023 dollars' worth; and in 1838, 552 dollars' worth. Here the exportation ceased.

GIBRALTAR.—There have annually, since 1826, been clearances of our manufactures for this port, chiefly white goods.

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826.....	6,095	1831.....	7,411	1836.....	19,700	1840.....	
1827.....	29,127	1832.....	962	1837.....	3,392	1841.....	1,763
1828.....	22,736	1833.....	1,840	1838.....	9,986	1842.....	700
1829.....	2,914	1834.....	3,638	1839.....	6,071	1843.....	
1830.....	40,936	1835.....	4,550				

In 1828, 446 dollars' worth of coloured goods were exported; in 1830, 280 dollars' worth; in 1834, 2,153 dollars' worth; and in 1839, 933 dollars' worth.

MALTA.—Prior to 1834, Italy was included with Malta. In that year Italy received from the United States 2,041 dollars' worth of white goods; in 1835, 10,475 dollars' worth; in 1837, 11,695 dollars' worth; in 1838, 5120 dollars' worth; in 1839, 13,407 dollars' worth; and in the same year, 383 dollars' worth of coloured goods. Since then no exports of cotton goods have been made to Malta.

BRITISH WEST INDIES.—In 1826, eleven dollars' worth of coloured, and 1122 dollars' worth of white goods, were exported to the British West Indies from the United States. From that year, to 1831, there was no further export. Since then, it has amounted annually to more or less.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1831.....	...	292	1837.....	731	13,144
1832.....	...	433	1838.....	132	1,564
1833.....	...	2,662	1839.....	581	6,083
1834.....	469	10,248	1840.....	1375	3,338
1835.....	1252	12,341	1841.....	1536	4,374
1836.....	2237	9,689			

THE BRITISH AMERICAN COLONIES have been regular customers for American cottons to a small amount, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	736	3,689	1835.....	75	12,678
1827.....	1524	4,762	1836.....	305	1,451
1828.....	593	4,800	1837.....	620	2,444
1829.....	800	1,152	1838.....	48	5,274
1830.....	323	1,189	1839.....	13	1,885
1831.....	83	2,693	1840.....	...	7,428
1832.....	...	7,719	1841.....	...	3,453
1833.....	354	20,935	1842.....	963	1,478
1834.....	2067	12,372	1843.....	1756	3,501

BRITISH GUIANA received, from the United States in 1833, 337 dollars' worth of coloured goods; in 1838, 4,121 dollars' worth; and in 1841, 9,533 dollars' worth; since 1841 none have been received.

SPAIN, on the Mediterranean, received, in 1840, from the United States, 7,013 dollars' worth of white goods; and

THE SPANISH WEST INDIES imported cottons from the United States, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	...	126	1835.....	1127	
1827.....	...	1175	1836.....	995	119
1828.....	...	239	1837.....	1661	2673
1829.....	...	497	1838.....	300	458
1830.....	270	640	1839.....	...	778
1831.....	185	595	1840.....	1013	2849
1832.....	...	96	1841.....	...	
1833.....	1723	360	1842.....	...	519
1834.....	...	403	1843.....	...	1183

ITALY and MALTA received from the United States, cotton goods, viz. :—

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826.....	5102	1828.....	2941	1830.....	24,514	1832.....	7366
1827.....	1401	1829.....	1485	1831.....	600		

In 1838, Italy alone received from the United States only forty-four dollars' worth of white

goods ; in 1840, 1,342 dollars' worth ; in 1841, 10,274 dollars' worth ; in 1842, 1,648 dollars' worth ; and in 1843, 1,440 dollars' worth.

To GREECE, in 1838, 1,579 dollars' worth of white goods.

To Trieste, and other Ports on the Adriatic—

YEARS.	White.	YEARS.	White.	YEARS.	White.	YEARS.	White.
	dollars.		dollars.		dollars.		dollars.
1826.....	4,065	1834.....	416	1839.....	1384	1842.....	1755
1827.....	20,465	1835.....	1000	1840.....	1350	1843.....	2703
1829.....	10,080	1837.....	200	1841.....			

all white goods. In 1837, 289 dollars' worth of coloured goods ; and in 1839, 138 dollars' worth.

SICILY in 1841, received from the United States 500 dollars' worth of white goods ; and in 1842, 905 dollars' worth of coloured goods.

AFRICA (generally) has afforded, since 1826, a considerable market ; which, as the American settlements there increase, will continue to extend the consumption of our manufactures.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1825.....	3,609	1,750	1835.....	18,284	27,475
1827.....	3,975	3,450	1836.....	17,005	18,827
1828.....	4,007	11,390	1837.....	12,008	43,564
1829.....	6,369	9,210	1838.....	9,148	69,568
1830.....	4,350	4,619	1839.....	22,974	68,790
1831.....	4,345	6,171	1840.....	22,003	53,478
1832.....	8,455	19,015	1841.....	33,097	84,266
1833.....	18,004	15,605	1842.....	34,370	44,740
1834.....	13,607	13,927	1843.....	25,747	38,881

PORTUGAL has received from the United States a small quantity, viz :—in 1826, 833 dollars' worth of white goods ; in 1837, 2,244 dollars' worth ; in 1838, 740 dollars' worth ; and in 1835, 548 dollars' worth of coloured ; since 1838 no exports to Portugal.

The Azores, in 1826, received 2,636 dollars' worth of coloured, and 200 dollars' worth of white ; and since 1831 have continued to take a small amount.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1831.....	....	825	1838.....	495	1728
1832.....	124	709	1839.....	....	823
1833.....	....	1329	1840.....	3617	1358
1834.....	....	3172	1841.....	....	1584
1835.....	....	1460	1842.....	117	2129
1836.....	....	1196	1843.....	....	....
1837.....	335	1483			

MADEIRA has also afforded a regular but small market for American cottons, from 1826 to 1838, since then none have been received.

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	....	2504	1833.....	1601	4476
1827.....	....	417	1834.....	399	295
1828.....	....	90	1835.....	213	2471
1829.....	711	5187	1836.....	50	548
1830.....	....	310	1837.....	....	2465
1831.....	21	88	1838.....	....	499

TENERIFFE, in 1826, received 502 dollars' worth of white American goods ; in 1827, 500 dollars' worth ; in 1829, 5,650 dollars' worth ; in 1830, 1,107 dollars' worth ; in 1831, 1959 dollars' worth ; in 1832, 516 dollars' worth ; and in 1827, twenty-one dollars' worth of coloured goods ; in 1831, 480 dollars' worth.

The CAPE DE VERD ISLANDS have imported American cottons, viz. :—

YEARS.	Coloured.	White.	YEARS.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	....	9,693	1835.....	514	24,539
1827.....	1760	23,304	1836.....	607	16,064
1828.....	2236	7,210	1837.....	8,739	81,647
1829.....	1743	20,410	1838.....	13,349	52,911
1830.....	1381	17,318	1839.....	2,175	35,410
1831.....	2140	13,647	1840.....	4,457	16,234
1832.....	894	9,023	1841.....	8,487	16,179
1833.....	4785	16,655	1842.....	12,733	6,800
1834.....	422	12,550	1843.....	....	1,655

HAYTI has imported cotton goods regularly from the United States during the following years, viz. :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	6292	9,374	1835.....	7,805	20,878
1827.....	2441	4,023	1836.....	5,931	21,884
1828.....	2278	3,896	1837.....	10,468	15,802
1829.....	2466	4,904	1838.....	4,373	24,078
1830.....	4618	9,267	1839.....	14,829	47,584
1831.....	1398	15,363	1840.....	8,519	30,708
1832.....	1248	15,660	1841.....	6,100	34,111
1833.....	8348	9,304	1842.....	8,822	26,776
1834.....	4450	10,945	1843.....	10,250	28,798

CUBA.—Both coloured and white American goods have found a tolerable market in Cuba, from the first export in 1826.

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	9,336	23,395	1835.....	24,218	66,140
1827.....	6,082	13,509	1836.....	9,000	23,317
1828.....	2,737	15,128	1837.....	17,506	43,416
1829.....	8,112	12,868	1838.....	3,356	116,629
1830.....	4,155	7,021	1839.....	3,383	51,337
1831.....	1,970	4,604	1840.....	8,957	53,557
1832.....	894	7,448	1841.....	4,884	43,554
1833.....	10,810	9,783	1842.....	2,830	8,433
1834.....	20,467	32,983	1843.....	3,499	10,699

DANISH WEST INDIES have been regular customers for American cottons, viz. :—

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1826.....	7171	17,301	1835.....	4791	13,580
1827.....	740	7,238	1836.....	4194	10,465
1828.....	4510	6,439	1837.....	2568	24,046
1829.....	1745	9,477	1838.....	735	13,297
1830.....	18	4,100	1839.....	1022	16,234
1831.....	105	3,702	1840.....	3261	32,316
1832.....	623	5,470	1841.....	4751	35,478
1833.....	3230	6,354	1842.....	4356	31,367
1834.....	2359	17,009	1843.....	6998	24,123

SWEDISH WEST INDIES, since 1828, have taken more or less.

Y E A R S.	Coloured.	White.	Y E A R S.	Coloured.	White.
	dollars.	dollars.		dollars.	dollars.
1828.....	....	534	1838.....	102	734
1829.....	708	486	1839.....	452	1687
1830.....	....	1020	1840.....	619	471
1831.....	....	300	1841.....	....	76
1832.....	....	150	1842.....	....	155
1833.....	192	1094	1843.....	405	1401
1830.....	....	443			

The WEST INDIES generally, not before mentioned, have imported small quantities.

The preceding statements, prepared with care from the treasury documents, will be found useful, as pointing out the various markets to which American cotton goods have been exported.

VALUE of Imports of certain Cotton Manufactures into the United States from England, from 1821 to 1844.

Y E A R S.	Printed and Coloured.	White.	Twist, Yarn and Thread.	Y E A R S.	Printed and Coloured.	White.	Twist, Yarn and Thread.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821.....	3,788,018	2,095,554	129,402	1833.....	4,306,703	1,003,621	285,907
1822.....	4,048,185	2,195,303	107,289	1834.....	5,308,447	1,528,457	337,869
1823.....	4,146,233	2,131,339	93,143	1835.....	6,836,657	2,435,003	470,829
1824.....	4,933,474	2,021,715	123,531	1836.....	9,702,371	2,192,663	494,815
1825.....	6,861,569	2,617,532	149,621	1837.....	8,392,748	1,073,300	300,940
1826.....	4,867,423	1,466,664	125,426	1838.....	3,126,789	625,235	210,549
1827.....	4,568,382	2,147,721	241,869	1839.....	7,329,528	1,622,418	764,222
1828.....	5,107,365	1,536,491	299,893	1840.....	3,075,623	765,671	872,330
1829.....	3,806,112	1,634,819	127,603	1841.....	6,188,523	1,488,684	712,173
1830.....	3,558,509	1,668,723	141,212	1842.....	5,806,620	1,163,144	461,698
1831.....	7,701,194	3,358,696	322,726	1843.....	1,546,739	555,333	24,761
1832.....	4,971,614	1,701,633	249,255	1844.....			

Cotton Goods printed in the United States, Number of Factories, Yards, and Value, in 1842.

STATES.	Factories.	Yards per annum.	Average Value.	Total Value.
	number.	number.	cents.	dollars.
New Hampshire	3	5,546,667	13	721,006
Massachusetts	10	38,162,667	....	4,831,146
Rhode Island	9	26,624,000	....	3,461,220
New York	7	12,202,667	9	1,004,210
New Jersey	2	6,101,434	....	549,120
Pennsylvania	4	8,974,667	....	798,720
Maryland	2	2,600,000	8	208,000
Total	36	100,112,002		11,667,812

IMPORTS into the United States of Cotton Goods from British East Indies, from 1821 to 1841, inclusive.

IMPORTS into the United States of Cotton Goods from France on the Atlantic, from 1821 to 1844.*

YEARS.	Printed and Coloured	White.	YEARS.	Printed and Coloured	White.	YEARS.	Printed and Coloured	White.	YEARS.	Printed and Coloured	White.
	dollars.	dollars.		dollars.	dollars.		dollars.	dollars.		dollars.	dollars.
1821.....	87,416	75,033	1833.....	43,404	2,580	1821.....	17,394	22,038	1833.....	539,759	126,384
1822.....	189,661	268,747	1834.....	39,911	3,437	1822.....	103,171	41,696	1834.....	834,718	142,000
1823.....	331,831	229,141	1835.....	85,329	5,511	1823.....	90,243	35,128	1835.....	1,145,368	198,673
1824.....	6,141	19,088	1836.....	122,212	27,108	1824.....	309,180	18,557	1836.....	1,789,706	410,276
1825.....	135,176	46,107	1837.....	54,435	9,068	1825.....	107,490	40,760	1837.....	1,191,350	433,521
1826.....	270,361	129,741	1838.....	9,073	328	1826.....	62,517	37,946	1838.....	713,475	116,110
1827.....	34,587	1,492	1839.....	23,115	12	1827.....	105,281	26,211	1839.....	1,177,150	252,866
1828.....	49,829	55,070	1840.....	63,177		1828.....	194,488	16,648	1840.....	589,591	134,189
1829.....	36,793	8,300	1841.....	877		1829.....	227,336	157,520	1841.....	1,160,610	102,015
1830.....	18,678	48,435	1842.....			1830.....	352,749	178,784	1842.....	737,778	122,628
1831.....	36,912	12,991	1843.....			1831.....	975,010	426,135	1843.....	171,393	37,187
1832.....	31,791	12,125	1844.....			1832.....	653,370	408,480	1844.....		

EXPORT of plain and printed calicoes from England during the years 1830 to 1844, inclusive, to the British West Indies, to Foreign West Indies and to the United States.

YEARS.	BRITISH WEST INDIES.		FOREIGN WEST INDIES.		UNITED STATES.	
	Yards plain.	Yards printed.	Yards plain.	Yards printed.	Yards plain.	Yards printed.
	number.	number.	number.	number.	number.	number.
1830.....	3,579,500	5,353,300	3,467,500	5,495,800	12,937,300	34,503,700
1831.....	6,223,100	4,021,100	5,172,300	6,141,500	21,094,300	27,961,600
1832.....	5,213,700	7,214,700	10,556,000	9,403,900	13,599,300	12,135,600
1833.....	8,400,600	9,168,700	9,272,600	11,223,500	15,852,200	12,296,600
1834.....	7,895,000	9,149,500	5,924,300	10,987,400	12,406,900	19,713,300
1835.....	12,026,000	13,797,200	6,712,300	8,533,800	23,875,100	43,980,300
1836.....	12,672,700	13,364,600	20,981,700	10,205,500	17,065,000	32,028,300
1837.....	11,408,700	11,230,700	5,131,100	7,433,900	5,154,100	13,992,600
1838.....	14,616,800	13,377,200	8,281,300	10,205,000	11,389,300	28,262,200
1839.....	15,740,400	21,155,900	6,876,200	12,844,300	11,194,900	22,439,900
1840.....	17,032,200	22,081,000	7,080,700	10,428,500	7,439,500	17,775,600
1841.....	16,572,007	14,638,187	6,671,370	17,067,219	11,728,772	24,472,224
1842.....	17,370,742	20,334,012	6,159,836	14,043,902	4,402,231	8,448,648
1843.....	21,002,725	27,311,030	6,600,219	12,234,404	7,985,306	13,132,856
1844.....						

The supply of coloured cottons from France, appears from the foregoing table not to be diminished—of white goods there is a partial reduction.

* *Mousselines de Laines*.—"On the 1st of February, 1840, a new pattern of mousselines de laines arrived from France at New York, and was offered by the importer at fourteen cents per yard by the case. The agent of a Rhode Island calico-printing establishment forwarded a piece of the new style of goods to Providence the day after their arrival, and in sixteen days he had the same style of goods, and of equal fabric, in New York, selling at ten cents per yard. The manufacturer had but twelve days to engrave the new pattern on a copper cylinder, from which the engraving was raised on a steel cylinder, then hardened and made ready for impression; the compound of ingredients for colour discovered by chemical experiments; the cloth printed, dried, and cased for market."—*Hunt's Magazine*.

TABLE showing the Value of Domestic Manufactures of Cotton Exported from the United States, from 1826 to 1844.

YEARS.	PIECE GOODS.			Twist yarn and thread.	All other manufactures of cotton.	Total value of cotton manufactures exported.	Total value of exports of American manufactures of all materials.
	Printed and coloured.	White.	Nankeens.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1826.....	68,884	821,690	8,003	11,135	227,574	1,128,125	6,100,085
1827.....	45,120	951,001	14,760	11,105	137,368	1,159,414	6,680,325
1828.....	76,012	887,028	5,149	12,570	28,873	1,010,232	6,241,391
1829.....	143,624	981,370	1,878	3,849	127,336	1,239,457	6,923,206
1830.....	61,800	961,196	1,083	21,714	206,360	1,318,183	6,268,131
1831.....	96,931	917,932	2,397	17,221	61,832	1,126,313	7,147,364
1832.....	104,870	1,052,891	341	12,018	58,854	1,229,574	6,461,774
1833.....	421,721	1,802,116	2,054	101,335	202,291	2,532,517	6,923,922
1834.....	188,619	1,796,136	1,061	88,376	51,802	2,085,944	6,648,393
1835.....	297,312	2,315,202	400	97,808	7,859	2,818,881	8,023,674
1836.....	256,625	1,990,795	637	32,753	14,912	2,255,734	6,453,266
1837.....	549,801	2,043,115	1,815	61,792	175,040	2,831,473	8,425,550
1838.....	229,654	3,270,130	6,017	169,921	82,543	3,758,755	8,875,358
1839.....	418,601	2,325,501	1,492	17,405	18,114	2,075,633	10,233,440
1840.....	308,977	2,025,257	1,200	31,445	192,728	2,549,407	12,108,535
1841.....	350,803	2,224,839	.....	43,503	304,701	3,122,546	12,699,500
1842.....	385,040	2,302,815	.....	37,325	250,461	2,975,511	9,581,458
1843.....	358,415	2,075,010	.....	57,312	223,174	1,323,550	6,925,656
1844.....							

STATEMENT exhibiting the Value of Manufactures of Cotton Imported into the United States from 1821 to 1844, inclusive.

YEARS.	Dyed and coloured.	White.	Hosiery, gloves, mits, and bindings.	Twist, yarn, and thread.	Nankeens from China.	Articles not specified	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	4,306,407	2,515,405	198,783	151,138	361,974	.....	7,480,711
1822.....	5,856,763	2,951,627	433,309	181,843	823,365	.....	10,246,907
1823.....	4,899,499	2,036,813	314,606	103,259	690,700	.....	8,554,877
1824.....	5,776,210	2,384,640	387,514	11,060	188,633	48,791	8,895,757
1825.....	7,709,830	3,326,208	545,915	201,649	356,243	375,771	12,509,516
1826.....	6,056,725	2,260,074	404,870	175,143	304,980	146,292	8,348,034
1827.....	5,316,546	2,584,994	439,773	263,772	256,221	451,847	9,316,153
1828.....	6,135,844	2,461,316	610,360	311,010	389,231	1,039,479	10,996,270
1829.....	4,404,078	2,242,805	586,997	173,120	542,179	412,838	8,362,017
1830.....	4,356,675	2,487,804	387,454	172,785	228,233	220,375	7,862,326
1831.....	10,046,500	4,285,175	887,957	303,414	111,076	364,102	16,096,224
1832.....	6,355,476	2,258,672	1,035,513	316,122	120,120	313,242	10,399,053
1833.....	8,181,647	1,181,512	623,369	343,059	37,001	293,861	7,666,406
1834.....	8,668,823	1,706,482	749,356	379,705	47,337	581,390	16,145,181
1835.....	10,610,722	2,738,493	906,269	544,973	9,021	558,507	15,307,565
1836.....	12,199,980	2,766,787	1,358,608	553,290	28,348	974,074	17,876,087
1837.....	7,087,970	1,611,398	1,267,367	404,693	35,990	741,313	11,150,641
1838.....	4,217,551	980,142	767,856	222,114	27,049	381,018	6,569,330
1839.....	9,216,000	2,154,931	1,874,783	770,001	3,773	874,591	14,908,181
1840.....	8,893,694	917,101	792,078	387,095	1,102	812,414	6,504,484
1841.....	7,434,727	1,673,505	980,639	803,130	217	904,818	11,757,036
1842.....	6,168,544	1,285,894	1,027,621	457,917	53	638,486	9,578,515
1843*.....	1,739,318	393,105	307,243	26,227	.....	492,903	2,958,806
1844.....							

* All the statements of imports and exports for 1843 are for the nine months ending the 30th June. All previous statements are for the year ending 30th September. For subsequent years, according to Act of Congress, the statements are to be for the years ending 30th June.

WOOLLEN MANUFACTURES.

The manufactures of woollen cloths have certainly not succeeded so extensively, nor so advantageously as those of cotton. But if we take into account the common woollen cloths, generally in America called *home spuns*, these fabrics

have been, and continue to be, of great importance in nearly all the agricultural districts, except in those of the southern slave states. The wool of all the sheep in the United States being spun, dyed, and woven, milled and worn in the country, is sufficient proof of the fact that it supersedes so much for wear of other fabrics. The high duties, however, increase the price to the weaver of all woollen fabrics, so long as there is not a surplus of domestic woollens over the general consumption of the country.

The number of sheep in the United States, in 1831, was estimated at 20,000,000. In 1825, there were, in the state of New York, from actual returns, 3,499,549. The quantity of wool, taking an average of three years, was estimated by a committee, in 1831, at 50,000,000 lbs. per annum, and the quantity imported, to be spun and woven in factories and families, amounted, in 1831, to 5,622,962 lbs. Mr. Pitkin observes that,

"Although the returns in relation to the manufactures of the United States, made to the secretary of the treasury, in 1832, in pursuance of an order of the House of Representatives, were generally deficient; yet they show, that, in some of the states, the manufacture of wool, cotton, and iron had been carried to a great extent, in fixed establishments. In Massachusetts, the value of woollens, in these establishments, exceeded 6,500,000 dollars. In the county of Worcester alone, in that state, the manufacture of wool amounted to 2,499,500 dollars, and the value of agricultural products consumed by the labourers in the woollen establishments, in that county, according to returns of the manufacturers, was 1,776,000 dollars.

"In estimating the value of woollens made in this country, it should be borne in mind, that, notwithstanding the numerous fixed establishments for the manufacture of this article lately erected, household, or family manufactures of wool, and mixtures of wool and cotton, are still carried on to a great extent.

"In the year 1810, the whole number of fulling mills in the United States, as returned by the marshals, was 1682, and the carding machines 1630; and, in 1825, in the state of New York alone, the number of the former was 1222, and of the latter, 1580; and it will be remembered, that the number of looms in this country, in 1810, was 324,998, principally in families.

In 1825, the number of yards of fulled cloth made in families, in the state of	dollars.
New York, as official returns show, was 2,918,233, valued at	2,918,233
The number of yards of flannels, and other woollens, not fulled, was	
3,468,001, valued at twenty cents per yard	693,600

Making..... 3,611,833

The value of the same kinds of cloth, made in families in that state, at the present time (January, 1835) must be, at least, 4,500,000 dollars; and there can be little doubt, that the household manufactures of wool, in New England, must equal, if not exceed, those of New York. The agent appointed by the secretary of the treasury, to ascertain the manufactures in New Hampshire, states, in his return, that in 126 towns, whose population was 148,647, one-half of the clothing of the inhabitants was made in families: the value of the whole being estimated at 2,380,048 dollars. The greatest part of the cloth made in these towns must have been woollen.

"The agent for New Hampshire, however, and those employed by him, attended to these subjects of inquiry, much more than the agents in the other states; and his answer will tend to elucidate the question now under consideration. He stated, in his return, 'that in the counties of Rockingham, Stafford, Grafton, and Coos, containing 125 towns, and 148,647 inhabitants, the expense of each individual, annually, for cloths of all descriptions for *wearing apparel*, is sixteen dollars, making the expense to the whole population, of 2,380,000 dollars. Allowing,' he adds, 'seven persons to a family, there would be 21,250 families, the average expense to each of which, for bedding, carpeting, table linen, &c., is nineteen dollars, equal to 403,712 dollars; so that 2,783,860 dollars are *yearly* expended for cloths, for wearing apparel, bedding, carpeting, &c. Something more than one-half of these cloths are manufactured in families.' The expense of clothing each individual in the counties of New Hampshire, above referred to, was sixteen dollars; and as this clothing must have consisted principally of woollens and cottons, we think the sum of ten

dollars for each person in the United States, for this kind of clothing, cannot be deemed an over-estimate.

"The manufacture of carpets has lately increased in this country very rapidly. In December, 1834, there were in operation, in the United States, at least, 511 carpet looms, in from eighteen to twenty factories; of which eighteen were for Brussels, twenty-one for what are called treble ingrained, 424 for other ingrained, forty-four for Venetian, and four for damask Venetian; and that the number of yards of carpeting, produced yearly from these looms, was as follows:—

	yards.
Brussels.....	21,600
Three ply.....	31,500
Other ingrained.....	954,000
Venetian.....	132,000
Damask Venetian.....	8,400

Making..... 1,147,500

The average value of carpeting may be estimated at one dollar per yard."

Such, according to Mr. Pitkin, was the state of the woollen manufactures in the year 1834; and he states that there were in other states a great quantity of common carpeting made in the houses of families.

In 1840, the number of sheep in the United States, are given in the marshal's returns—(see Table of Live Stock)—at 19,311,374. The annual quantity of wool at 35,802,114 lbs. If these returns be true, the estimate given in the report for 1831 (viz., 20,000,000 sheep), must have been either greatly exaggerated or there has been but little increase since that period; which is not likely, unless the increased demand for mutton for food has been equal to the annual increase of the number of sheep. The estimate of the quantity of wool, in 1831 (viz., 50,000,000 lbs.), must have also been greatly overrated. Other statements estimate the number of sheep in the United States as much greater than the official returns. Some authorities as high as 35,000,000.

"Hosiery," says Mr. Ellsworth, "is now made in the United States with astonishing rapidity, by the aid of the power weaving loom, an American invention, which has not yet been introduced into England. While, there, it is a full day's work to knit by hand two pairs of drawers, a girl, here, at two dollars fifty cents per week, will make, by the power-loom, twenty pairs in the same time. A piece, twenty-eight inches in width, and one inch long, can be knit in one minute, thus reducing the expense of manufacturing this article one-tenth of the former method by the hand-looms. The importance of this improvement may be estimated from the fact, that the quantity of hosiery used in the United States is valued at 2,500,000 dollars; and the stockings, woven shirts, and drawers, made in this country, at 500,000 dollars."—*Report for 1843*

The exports of woollen manufactures from the United States are not of sufficient importance to be enumerated.

For the number of woollen factories, fulling mills, persons employed, value of fabrics, and capital invested, see tabular statements hereafter.

STATEMENT exhibiting the Value of all Manufactures of Wool Imported into the United States annually, from 1821 to 1843.

YEARS.	Cloths and Merino Shawls, &c.	Blankets.	Hosiery, Gloves, Mitts, &c.	Worsted Stuffs.	Woolen & Worsted Yarn.	Carpeting.	Flannels and Baizes.	All other manufactures of Wool.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	5,038,255	434,256	198,783	1,766,443	....	....	....	....	7,437,737
1822.....	8,491,035	991,147	433,309	2,269,513	....	....	....	....	12,185,904
1823.....	5,844,008	694,896	314,695	1,504,409	....	....	....	....	8,266,038
1824.....	5,202,009	520,023	317,778	2,158,680	....	37,834	....	144,273	8,386,597
1825.....	5,264,562	891,197	369,747	2,277,480	....	516,391	1,065,609	1,008,272	11,392,264
1826.....	4,546,714	527,784	189,993	1,143,166	....	515,149	586,823	892,346	8,431,974
1827.....	4,285,413	703,477	376,927	1,382,875	....	511,186	587,250	895,573	8,742,701
1828.....	4,316,714	624,239	365,330	1,446,140	....	581,046	667,722	678,309	8,679,505
1829.....	3,335,994	455,467	230,986	1,600,622	....	323,251	383,208	551,988	6,881,489
1830.....	2,854,339	594,044	133,453	1,397,545	....	201,649	206,060	319,306	5,706,396
1831.....	6,121,442	1,180,478	325,856	3,392,037	....	421,099	695,666	490,631	12,627,229
1832.....	5,101,841	602,796	260,563	2,615,124	....	577,775	503,193	351,132	9,932,424
1833.....	6,133,443	1,165,260	463,348	4,281,309	102,719	319,592	286,299	510,539	13,202,509
1834.....	4,304,340	1,068,065	383,977	5,085,121	166,517	396,868	240,663	203,787	11,879,328
1835.....	7,018,334	1,405,344	652,680	6,549,278	262,515	603,084	399,785	453,404	17,834,424
1836.....	8,945,509	2,307,822	700,530	6,666,312	212,706	964,635	475,712	713,757	21,080,003
1837.....	3,015,783	939,814	177,092	3,350,266	172,462	623,101	111,522	50,225	8,500,292
1838.....	5,348,928	946,546	356,065	3,933,455	136,699	315,353	159,979	315,005	11,512,920
1839.....	7,301,373	1,356,080	1,030,096	7,025,898	368,958	612,007	291,373	522,554	18,575,954
1840.....	4,823,138	570,417	508,452	2,387,338	104,738	338,501	118,715	221,885	9,071,184
1841.....	5,042,045	691,805	471,877	3,712,208	158,224	345,148	184,911	395,293	11,001,930
1842.....	4,180,875	566,233	375,297	2,306,122	217,611	212,309	90,280	330,989	8,373,725
1843.....	198,064	201,434	61,073	456,051	60,901	18,240	37,460	75,292	2,222,291

MANUFACTURES OF SILK.

The only information that we possess, on which we place any dependence, on the subject of silk manufactures in the United States, are Mr. Ellsworth's reports. He observes:—

"That the manufacture of silk has been carried to great perfection. A large establishment in Baltimore manufactures immense quantities of silk and worsted vestings, employing some fifteen or twenty Jacquard looms, and working up large quantities of domestic silk; and yet they dare not let it be known that their goods are manufactured in this country. But there are other manufactories in various parts of the country, which furnish sewing silk, fringe tassels, gimp, satin, velvet, and other silks. The uniform testimony of those employed in these establishments (some of whom have followed the business for twenty or twenty-five years in England), is, that they never saw finer, or as fine silk, as the American, when carefully prepared. It is said to give a stronger thread than foreign silk, and, by many manufacturers, is altogether preferred. The experiment of making paper from mulberry leaves, which is said to have been successful in France, is to be fully tried in this country the present year. It is said that a discovery has been made, that pongee silk is produced from the fibrous bark of the mulberry, and that it has never passed through the silkworm. It is also said, on the same authority, that 'there is nearly 100 per cent difference in the use of foliage in raising cocoons. That to produce one cwt. of cocoons, from twenty to twenty-two cwt. of foliage of grafted trees, propagated by grafting buds, cuttings, or layers, is necessary; while from twelve to thirteen cwt. of leaves from seedlings will accomplish the same result.'

"The profit and feasibility of the raising and manufacture of silk are also fully established. One person, who produced raw silk, says, that his net profit was equal to sixty dollars per acre. At a large establishment in Massachusetts, the profits are estimated at thirty-seven and a half per cent. To show the kind of manufacture, and the amount of capital invested, and nature of expenses, we insert the following account with reference to a fine manufactory in Ohio:—My factory is in full and successful operation, producing more goods than at any time previous. Our operations, as per factory books, and account stock, taken August 8th, for the past sixteen months, are as follows, in a condensed form, viz.:—

	dollars.
Cash value of factory buildings.....	1,340
Ditto, ditto, machinery, engine, and permanent fixtures.....	4,060
1,067 bushels of cocoons purchased.....	3,600
280 lbs. reeled silk purchased.....	1,400

Carried forward 10,400

	dollars.
Brought forward.....	10,400
Contingent expenses, &c.....	604
Wages paid factory hands, &c.....	3,152
Dyeing, dyes, &c.....	607
Wages paid weavers.....	1,610
8000 bushels of copl, at five cents.....	400
Total	16,773
In buildings	1,340
In machinery, &c.....	4,060
Manufactured 3731 yards of velvets, vestings, dress, and other silks, &c.....	6,324
1006 cravats and handkerchiefs.....	1,396
850 pairs of gloves and stockings.....	875
70 pairs of shirts and drawers.....	325
10 lbs. of sewings.....	100
Contingent credits.....	1,000
Cocoons, reeled and other prepared silk, warps in looms and other stock, coal, &c., per invoice.....	3,180
Total	18,600

TABLE, exhibiting the value of Importations of Silk Manufactures into the United States, from Foreign Countries, and Exports of the same, from 1821 to 1841, inclusive.

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1821	4,486,924	1,057,233	1833	9,300,856	1,266,116
1822	6,480,928	1,016,262	1834	2,626,907	896,801
1823	6,713,771	1,512,440	1835	16,597,983	765,501
1824	7,203,284	1,816,325	1836	22,840,684	700,822
1825	10,271,527	2,965,442	1837	15,134,064	1,207,812
1826	7,104,837	3,234,720	1838	9,842,276	686,529
1827	6,545,245	1,690,126	1839	21,678,086	750,016
1828	7,608,614	1,223,184	1840	9,761,223	1,212,721
1829	7,048,028	920,958	1841	15,511,009	580,756
1830	5,774,010	952,079			
1831	10,804,393	1,041,010	Total.....	210,541,051	26,827,285
1832	7,147,712	1,288,323			

Total imports for 21 years dollars. 210,541,051
 „ exports „ 26,827,285

Consumption for 21 years 183,713,706

Annual average for 21 years 8,748,274

And, including the consumption of foreign silks for 1842 and 1843, amounts, for 24 years, to 200,000,000

RAW SILK.

IMPORTS and Exports of Foreign Raw Silk (included for the above) for Five Years.

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1837	211,694	118,434	1841	254,102	227,113
1838	29,938	79,251			
1839	39,258	4,682	Total.....	709,227	629,719
1840	234,236	200,239			

In 1839, the importations of silk from various countries amounted to nearly 23,000,000 dollars, viz:—

	dollars.
Silks from India and China, piece goods	1,788,509
„ „ „ „ sewings.....	50,650
„ sewings from other places	78,884
„ raw	39,258
„ from other places than India—veils, shawls, &c., &c.....	345,490
„ other manufactures, from other places than India.....	18,685,295
Manufactures of silk and worsted, 2,319,884 dollars (allowing one-half the value to be of silk)	1,159,942

Total.....22,898,028

The importations of silk are one-fourth more than of any other article.

	dollars.
The amount of cotton manufactures imported was	14,692,397
Of iron	12,051,668
Of cloths and cassimeres	7,025,898
Other woollen manufacture.....	3,507,161
One-half the value of silks and worsteds.....	1,159,942
Total woollen goods	18,831,907

(For further details, see tabular statements of the manufactures of the United States.)

MANUFACTURE OF FLAX AND HEMP.

In the early history of the colonies, Douglas, in his Summary, informs us, that the people from the north of Ireland, in 1750 to 1759, had greatly improved the fabrics of linen, and all manner of spinning, and for a long period linens made in families of the flax grown in the country, was generally worn by the agricultural population.

In 1810, the quantity of linen cloth made in families, as returned by the marshals, was 23,503,590 yards, then valued at 8,261,361 dollars; in some of the states, however, that made from flax was not distinguished. In New York, the quantity made from flax, was 5,372,645 yards, valued at 2,014,741 dollars, or about forty cents per yard; and in Virginia, was 5,155,798 yards, valued at 1,718,599 dollars, or thirty-three and one-third cents per yard. Since that period, we have no data, by which to determine either the relative increase or decrease of the linen manufacture, nearly the whole of which is still carried on in families. In proportion to the population, it has, no doubt, decreased. In 1824, the quantity of linen and cotton cloths made in families, in the state of New York, was 8,079,992 yards, then valued at 1,211,998 dollars, or fifteen cents a yard. The returns did not show the quantity made from flax, but it was probably one-half.—*Pitkin*.

The manufacture of cotton bagging has increased, with the increase of cotton, and has become an article of no small importance to the cotton planter. It has, in the same ratio of increase, supplanted bags made of hemp and flax.

In 1833-4, according to Mr. Pitkin, there were about 1,100,000 bales of cotton raised in the United States, requiring about five yards of bagging for each bale, making 5,500,000 yards necessary for the annual consumption. The average quantity of this article imported, in the years 1832 and 1833, was 1,112,000 yards, leaving for consumption of domestic production, say 4,400,000 yards, which, at twenty cents per yard, is 880,000 dollars; and the whole value of the domestic manufacture of flax and hemp, in the United States, he is of opinion ought not, at that time, to be estimated higher than between 5,000,000 and 6,000,000 dollars.

By a joint resolution of Congress, agents are to be appointed, to reside in Kentucky and Missouri, for the purpose of purchasing water-rotted hemp; and the said agents are restricted, by the resolution, in their operations, so far as regards price and quality, that *the article is not to cost government any more than the same quality may be bought for in seaport towns*. "The quantity," says *Laford's Commercial Journal*, "will probably depend upon the wants of government, expressed in

the form of requisitions at irregular periods, in the shape of proposals to supply the demand required at named points."

The ability of the western states to furnish hemp, may be inferred from the fact that, in 1840, according to the report of the marshals appointed to take the census, Kentucky returned 9992 tons of hemp and flax, and Missouri 18,010 tons. The manufactures in the former, from flax, are put down in valuation at 7519 dollars; and of cordage, at 1,292,276 dollars. In the latter, there are no manufactures from flax, but of cordage, to the amount of 98,490 dollars—total value of cordage (which, we presume, means principally bale rope), 1,390,760 dollars. A small portion, only, of flax could have been included in the return of Kentucky, from the proportion the manufactures appear to bear towards that of hemp.

It appears that there were grown, in Kentucky, in 1842, 14,000 tons, equal to 28,000,000 lbs. of hemp. From this amount, it is estimated there was manufactured, in 1843, 6,500,000 yards of bagging, and 7,000,000 lbs. of bale rope. Of the bagging, 2,000,000 yards were made by steam factories, and the remaining 4,500,000 yards by hand looms, there being about 300 of the latter in the state, each of which to be woven 15,000 yards. The counties which produced hemp, are—

COUNTIES.	Tons.	COUNTIES.	Tons.
Jefferson.....	500	Fayette.....	3000
Shelby.....	1000	Mason.....	2500
Woodford.....	2000	Jessamine.....	1500
Franklin.....	500	Mercer and Boyle.....	500
Scott.....	1000	All others.....	2000

The 300 looms are distributed—Woodford county, sixty; Fayette county, eighty; Franklin county, thirty; Scott county, thirty; Jessamine county, thirty; Mason county, twenty; all other counties, fifty.

The St. Louis Chamber of Commerce reports that hemp is fast becoming a leading article of trade in that city. "There are already two large manufactories of bagging and bale rope here, and several rope-walks, and there are a number of establishments in various parts of the state. The quantity of hemp manufactured and exported, in 1842, amounted to 1460 tons, and the quantity grown in this state was 1500 or 1600 tons, of which 380 tons were shipped to Kentucky, twenty tons to New Orleans, and the balance manufactured in this state." *Cables and cordage* are extensively manufactured for the use of shipping and river craft.—(See tabular statement of manufactures.)

STATEMENT exhibiting the Value and Manufactures of Hemp and Cordage; embracing Sail Duck, Sheetting, Brown and White, Ticklenburgs, Osnaburgs, and Burlaps, Cotton Bagging, cloth, &c., annually, from 1821 to 1844.

YEARS.	Hemp and Cordage.	Sail Duck.	Sheetting, Brown and White.	Ticklenburgs, Osnaburgs, and Burlaps.	Cotton Bagging.	Other Manufactures.	TOTAL VALUE.*
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	618,356	894,276	226,174	....	....	....	1,120,450
1822.....	1,202,085	1,524,486	332,842	....	....	....	1,857,328
1823.....	756,731	1,024,180	572,826	....	....	....	1,487,006
1824.....	506,035	999,017	673,735	27,338	18,491	60,618	1,740,190
1825.....	484,820	677,151	405,739	381,063	637,023	33,403	2,134,884
1826.....	636,356	856,474	470,705	411,667	274,373	48,909	2,063,728
1827.....	698,356	766,310	336,124	353,826	306,613	60,293	1,983,466
1828.....	1,191,441	678,468	352,463	604,074	408,026	45,052	2,667,519
1829.....	762,239	302,333	247,865	531,709	274,073	32,505	1,668,466
1830.....	379,743	317,347	250,267	663,666	69,126	128,103	1,339,478
1831.....	335,672	470,030	351,499	514,645	18,906	122,009	1,477,140
1832.....	967,353	766,191	836,027	866,320	87,966	54,114	1,640,618
1833.....	624,034	800,232	327,518	648,801	189,781	40,622	2,026,035
1834.....	680,807	720,780	400,000	300,000	277,260	21,953	1,670,995
1835.....	616,541	628,825	496,042	327,011	994,036	39,038	2,555,847
1836.....	904,103	682,632	555,141	392,194	1,701,451	54,459	3,365,807
1837.....	580,680	546,421	541,771	384,756	429,251	55,467	1,951,626
1838.....	597,605	682,070	325,345	362,725	173,325	47,399	1,501,787
1839.....	710,999	760,199	535,780	483,860	200,023	97,436	2,066,716
1840.....	765,115	618,723	261,173	329,054	310,211	71,094	1,568,155
1841.....	743,970	904,038	325,167	580,772	733,678	73,271	2,606,361
1842.....	353,688	516,880	110,782	167,066	421,324	37,042	1,278,534
1843.....	902,379	326,065	63,503	58,999	105,493	41,842	626,463
1844.....							

N.B.—Sail duck and sheetting not stated separately until 1834.

* Not including hemp and cordage.

STATEMENT exhibiting the Value of Linens, and other Manufactures of Flax, Imported into the United States annually, from 1821 to 1844.

Y E A R S.	Linens.	Other manufactures of Flax	TOTAL VALUE.	Y E A R S.	Linens.	Other manufactures of Flax	TOTAL VALUE.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821.....	2,564,150	....	2,564,150	1833.....	2,611,840	520,717	3,132,557
1822.....	4,132,747	....	4,132,747	1834.....	5,088,480	396,900	5,485,389
1823.....	3,803,007	....	3,803,007	1835.....	6,056,141	416,880	6,472,021
1824.....	3,873,616	....	3,873,616	1836.....	8,803,956	503,537	9,307,493
1825.....	3,675,689	212,008	3,887,697	1837.....	5,077,379	467,382	5,544,761
1826.....	2,757,080	220,946	2,978,026	1838.....	3,583,340	388,758	3,972,098
1827.....	2,366,115	230,671	2,596,786	1839.....	6,939,986	763,070	7,703,056
1828.....	2,514,688	724,851	3,239,539	1840.....	4,202,782	321,684	4,524,466
1829.....	2,581,901	200,530	2,782,431	1841.....	6,320,419	526,388	6,846,807
1830.....	2,527,778	483,502	3,011,280	1842.....	3,153,805	505,379	3,659,184
1831.....	3,163,986	626,155	3,790,141	1843.....	1,202,772	282,140	1,484,912
1832.....	3,428,569	644,605	4,073,174	1844.....			

LEATHER AND LEATHER MANUFACTURES.

This branch is of great extent and importance, especially in the states of New England, New York, and Pennsylvania. Mr. Pitkin, in his statistics, brought down to 1834, says:—

“The business of making shoes, boots, saddlery, harness, and trunks, is carried on in almost every village and town throughout the United States. The inhabitants of some towns are almost exclusively employed in making shoes alone. In the town of Lynn, in Massachusetts, the number of shoes made in 1832, was 1,675,781, valued at 942,191 dollars; giving employment to 1741 males, and 1775 females. Many of the fishermen at Marblehead, not finding a market for their fish, have lately turned shoemakers.

“The manufacture of leather is carried on to a great extent in the states of New York and Pennsylvania. From fifty-three tanneries, in the former state, there was sent to the city of New York, in 1831, sole leather to the value of 1,578,900 dollars; when to this was added, the sole leather of other tanneries, and also the upper leather, calf skins, goat and sheep skins, from the other principal tanneries, the value was estimated at 3,458,650 dollars.”

“The improvement,” says Mr. Ellsworth, “in the manufacture and making up this article, has also greatly reduced the price of shoes. By further inventions to render leather water-proof, likewise, much has been done to protect the health, and promote economy. ‘Those who have not turned their attention to this subject, may be surprised to learn that leather, made water-proof in the best manner, will last at least one-third longer than other kinds.’ Allowing, therefore, three dollars per head for each person in the United States for shoes, the cost of the whole article in the country would be 50,000,000 dollars, one-third of which, sold, would be over 16,000,000 dollars.”

In the New York manufactory of shoes by machinery, it is stated, that—

“The sole-leather is first pressed between wooden rollers, which makes it extremely firm and compact; much more so than hammering can do. It is then placed under a cutting machine, which, at one operation, cuts it into the proper shape. Meantime, another machine is busy making steel wire into screws of about three feet in length, all of which is done with surprising celerity. A fourth machine punches the soles with holes, inserts the screw, and cuts it off at the proper length. All that is then necessary, is to rivet the screws by a few blows with a hammer, on an anvil. The soles manufactured in this way are superior to the Napoleon, inasmuch as the rivets adhere better, and the leather is rendered more compact. They are produced with infinitely less labour, and can be afforded about fifty per cent cheaper.”

On the subject of the leather manufactures, *Hunt's Merchants' Magazine*, for 1844, affords the following information:—

“It is within the last twenty years that the manufacture of leather, sole-leather more particularly, has risen to high character and importance in the state of New York.

“Previous to this period the tanning of leather had been carried on chiefly in Pennsylvania, New Jersey, Maryland, and Delaware, and in the eastern states, Connecticut, Massachusetts, and

Vermont, the former tanning *exclusively* with oak bark, and the latter *chiefly* with hemlock.* Indeed, it may be truly asserted that the New York market was supplied almost entirely with leather from these different sections of our country; and behold the change; the state of New York has become now the tanning region, the city of New York the great leather market of the union, and there are more foreign hides imported into the city of New York than in any other city in the world.

"The first effort of consequence made to establish large tanneries in this state was by an association of gentlemen, under act of incorporation, styled the 'New York Tannery.'

"The company located their tannery in the town of Hunter, Greene county, twenty miles west of the North river; and, after prosecuting the business for a period of five years *unsuccessfully*, were compelled, finally, to close up their affairs, sell their lands and buildings, and abandon to individual enterprise the task of rearing up and firmly establishing this business in the new region.

"The spur, however, had been given, the impulse felt, and long before the company had ceased its operations, many extensive tanneries, capable of competing successfully with those of other states, and rivalling the great incorporated pioneer, had started into existence. Indeed, when we recur to that early period in the history of tanning in this state, and then dwell on the present, we are struck with wonder at the rapid progress and stirring enterprise everywhere exhibited. In every hemlock forest, on every falling stream, and accompanying the interior settlements in every direction, may be seen tanneries of the largest structure, giving employment to the wood-cutter, the bark-peeler, the teamster, and the wheelwright; and under the consuming fires of their never-glutted 'leeches,' the forests of hemlock are rapidly giving place for the plough of the husbandman; villages and mills arising as by the bidding of an enchanter's wand, where before was the inaccessible waterfall; and macadamized roads and turnpikes, traversing mountains heretofore deemed impassable.

"In the region of the Catskill mountains, the great sole leather tanning district, and in an extent embraced within the limits of the counties of Greene, Delaware, Schoharie, Sullivan, and Ulster, there were, in the year 1820, but three tanneries of any considerable size, and the amount of leather manufactured in them of trifling importance—in the aggregate, perhaps, 40,000 sides; value, some 100,000 dollars. There are now in the same district, without enumerating many small ones, fifty-six tanneries of capacity sufficient to manufacture annually 328,000 hides, equal to 656,000 sides, or 9,840,000 lbs. of sole leather, and in value 1,672,800 dollars!!

"The tannery at Prattsville, in the state of New York, is described as to have existed and thriven by Colonel Pratt commencing the world with that sometimes useful companion, *Poverty*, and, after struggling through the early period of his life with the difficulties and embarrassments incidental to such a connexion, he resolved to seek his fortune 'farther west.' With this determination, he penetrated what at that period (1824) was deemed almost a wilderness, the interior of the Catskill mountains. A situation on the banks of the Schohariekill presenting to his mind great natural advantages he resolved to establish himself there. In the incredibly short space of *ninety days* (we have the fact from himself), he had his tannery erected, and ready to commence operations.

"He then procured a stock of hides† in the city of New York, which he transported over the mountains to his factory, by the most difficult and unbroken roads. In a new country, inconveniences and difficulties presented themselves in every shape—new machinery to be tried, altered, or thrown away, unskillful workmen and labourers to be trained and 'broken in,' bark to be peeled, and dragged from the mountains. In addition, the stock of leather, injured by negligence or want of skill on the part of his workmen, was returned to a low and glutted market, and forced off at ruinous prices. All these adverse circumstances were enough to discourage him, but did not; they only served to awaken still further his energies, and stimulate him to renewed exertions. He is now, after the lapse of sixteen years, the proprietor of the largest tannery in America, perhaps in the world, the *purchases and sales* for which have amounted during that period to the immense sum of *two millions and a half of dollars*, in the centre of a beautiful village numbering in population some thousand inhabitants, containing an academy erected at his own personal cost, and which he now offers to endow with 5000 dollars, conditioned that a like amount be raised by the inhabitants; two handsome churches which he aided liberally in building, and still continues

* "It is observable that in this country, wherever the hemlock forests terminate in regions too warm for its production, there the oak forests commence; consequently, the oak is used in the middle and southern states, almost exclusively, while in the latitudes north of the city of New York the same remark may be applied to hemlock."

† Colonel Pratt connected his tanning operations with the house of Gideon Lee and Co., in the city of New York, with whom he continued it for a period of fifteen years, until the senior members of that house retired from active business.

to help sustain; a carpet and India-rubber manufactory, employing fifty travelling agents; three grist-mills, seven saw-mills, five shingle machines, six stores, three hotels, four blacksmith shops, and a number of other mechanical trades and professions.

"It is estimated that the state of New York manufactures one-third of the whole quantity of leather tanned in the United States. There are about 450 tanneries, and the total value of leather annually is about 6,000,000 of dollars. The importation of sole leather into the United States has entirely ceased, and *although there exists a protective duty of twenty-nine per cent, it is entirely unnecessary*; indeed, were foreign markets thrown open to us, we *hazarded little in asserting that we could export sole leather to the European markets to advantage*. English sheep (in the raw state chiefly), and French calf skins finished, are imported into the country in considerable quantities, and we believe profitably, but the value is trifling, compared with the *great staple, sole leather*.

"The hemlock tanneries are generally constructed of wood; all the tanning vats are under cover of the building, and are kept warm by means of stoves and heaters, in order that the operations may proceed as well during the cold, as warm seasons. The old plan, and the one pursued still in the oak tanning districts, is to lay away the leather and cover up the vats in the winter (thus being out of doors and exposed to the severity of the season), and open them again in the spring; in this way much time was lost, and the tanneries were unable to tan out but a single stock in the year. The size of the larger class of tanneries is from 150 to 400 feet in length, by thirty to fifty feet in width, containing from 100 to 300 vats—and two to eight large heaters, in which the bark is *steamed or boiled*, for the purpose of extracting the tanning; their capacities range from 3000 to 20,000 hides per annum. The Prattsville tannery is capable of tanning out *within the year*, 25,000 hides, or 50,000 sides of sole leather. They usually tan two stocks in the year; that is to say, the hides 'worked in' in the spring, are returned manufactured in the fall, and those 'worked in' in the fall, are returned in the spring. The tanneries are located always on some stream furnishing sufficient power to propel the machinery, and in the midst of the hemlock forests, where bark is of easy access and cheap. As the forests of hemlock become extinguished, the tanners retreat further into the interior. Among other causes which have contributed to place the state of New York in the high position she occupies as a tanning state, was the enactment of judicious inspection laws, which, while they served to guard the purchasers from imposition, also stimulated the tanners to put forth their best skill and exertions to excel. The states of Maryland, and Massachusetts have both adopted, with slight modifications, the laws of the state of New York, in that particular, and are now experiencing their beneficial effects.

"Within the past fifteen years, important improvements have been made in the art of tanning, and many erroneous notions exploded. The quality of sole leather has been improved in about the same ratio as the average gain in weight has been increased, which may safely be estimated on an average at twenty per cent; that is to say, hides under the old system of tanning, which yielded a gain of 130 lbs. of leather for every 100 lbs. of raw hide, will now, under the improved system, be made to yield 150 lbs. The idea that time is necessary to make the best leather, has been demonstrated to be true only to a limited extent; as good leather can be made, by the bestowment of active management and labour, in six or eight months as in six or eight years; indeed, as good hemlock sole leather as we ever saw was manufactured in eight months, and we understand that successful experiments have been recently made establishing the fact, that excellent leather can be manufactured in fifty days; and extensive arrangements are now being made to test the feasibility of the plan on a large scale."

I.—TABLE showing the Total Number of Sides of Sole Leather inspected in the City of New York, during the Years 1827 to 1843, inclusive.

YEARS.	Sides.	YEARS.	Sides.	YEARS.	Sides.	YEARS.	Sides.
	number.		number.		number.		number.
1827	266,553	1832	667,000	1837	890,062	1841	
1828	284,978	1833	882,009	1838	750,675	1842	
1829	264,878	1834	824,175	1839	772,265	1843	
1830	326,398	1835	784,165	1840			
1831	440,600	1836	925,014				

II.—TABLE of Imports and Exports of Hides, Foreign and Domestic, at the Port of New York, from 1824 to 1843, inclusive, with the Consumption for the same period.

YEARS.	Imports.	Exports.	Consumption.	YEARS.	Imports.	Exports.	Consumption.
	number.	number.	number.		number.	number.	number.
1824.....	307,838	50,741	257,097	Brought forward	5,726,537	516,484	4,338,074
1825.....	410,066	50,569	359,557	1835.....	868,381	21,903	846,478
1826.....	275,238	31,317	243,921	1836.....	942,800	109,273	833,517
1827.....	259,774	51,846	218,440	1837.....	925,925	59,356	866,569
1828.....	268,744	48,350	220,375	1838.....	543,360	25,695	517,605
1829.....	308,987	52,023	256,964	1839.....	561,103	24,186	536,919
1830.....	475,640	26,305	449,335	1840.....	....	31,325	....
1831.....	453,685	8,017	445,668	1841.....	....	4,245	....
1832.....	975,094	169,498	805,601	1842.....	635,631	31,286	604,345
1833.....	893,198	56,382	836,816	1843.....	653,431	63,663	599,768
1834 ..	700,062	160,856	539,196	Total.....	10,555,200	917,406	9,492,975
Carried forward.	5,726,537	516,484	4,938,074				

III.—COMPARATIVE Table of Foreign Hides, Imports and Exports, at Liverpool, and New York.

	hides.
Imported into Liverpool, 1824 to 1839, inclusive, 16 years.....	7,859,952
Exported from ditto, same period	2,067,773
Consumption at ditto, ditto	5,792,177
Imported into New York, ditto	9,267,118
Exported from ditto, ditto	986,870
Consumption at ditto, ditto	8,198,862

New York imported during the above period, 1,407,166 hides *more*, and exported 1,080,905 *less*, and consumed 2,406,685 more than the city of Liverpool. London imports and consumes less than Liverpool; and we know of no other city, New York excepted, that imports so largely as these two cities.

IV.—GREEN Slaughter-Hides, inspected in New York, from 1832 to 1843, inclusive.

YEARS.	Hides.	YEARS.	Hides.	YEARS.	Hides.
	number.		number.		number.
1832.....	39,975	1835.....	51,290	1838.....	40,877
1833.....	43,862	1836.....	54,531	1839.....	37,948
1834.....	43,935	1837.....	44,495	1840.....	....
				1841.....	....
				1842.....	....
				1843.....	....

IMPORT of Hides at New York, during the Years 1840 to 1843 inclusive.

PLACES.	Hides.	PLACES.	Hides.
	number.		number.
Africa.....	21,407	Brought forward	400,901
Angostura.....	56,241	Montevideo	61,292
Bahia.....	5,873	Manilla.....	11,060
Buenos Ayres.....	132,337	Maracaibo.....	6,221
" (horse).....	1,000	New Orleans.....	23,750
Calcutta.....	36,700	Pernambuco.....	6,383
Carthagena.....	33,501	Para.....	5,519
Carolinass.....	3,003	Rio Grande.....	33,438
Chili.....	13,115	" (horse).....	225
Central America.....	35,050	St. Domingo.....	1,271
Curaçoa.....	9,636	West Indies.....	1,525
Florida.....	3,278	Unknown.....	3,796
Georgia.....	1,211	To dealers.....	79,270
Honduras.....	1,349		
Laguaira.....	14,706	Total.....1842.....	635,631
Mobile.....	2,528	Same time 1841.....	633,969
Mexico.....	29,666	" 1840.....	630,251
		" 1843.....	653,431
Carried forward.....	400,901		

VALUE of Hides and Skins Imported into, and Exported from, the United States, during the following Years.

YEARS.	IMPORTED.	EXPORTED.	
		FOREIGN.	DOMESTIC.
	dollars.	dollars.	dollars.
1832.....	4,680,128	112,316	52,111
1833.....	3,988,809	572,413	58,179
1842.....	4,061,816	598,487	64,722
1843*.....	2,619,815	453,860	7,528

* Nine months, ending 30th June only.

VALUE of Leather and Manufactures thereof Imported into, and Exported from, the United States, during the following Years.

Y E A R S.	I M P O R T E D.		E X P O R T E D.		
	Leather, including Saddlery, &c.	Boots and Shoes.	Leather.	Saddlery.	Boots and Shoes.
	dollars.	number.	lbs.	dollars.	dollars.
1832.....	709,089	20,598	318,590	29,572	277,368
1833.....	1,017,805	32,408	275,453	33,031	213,510
1842.....	1,023,785	22,222	....	25,986	168,295
1843*	130,567	16,457	....	17,653	115,355

* Nine months, ending 30th June only.

Hats.—Mr. Pitkin says, "The American manufacturer has long since supplied the domestic market with hats, and a surplus for exportation. In 1831, the value of hats made in this country was estimated at 10,500,000 dollars, exclusive of caps of various sorts; and the number of men and boys employed directly in this branch of domestic industry was estimated at 15,000, and of females, 3000; and the amount paid for their labour was calculated to be 4,200,000 dollars.

"The manufacture of caps, of various kinds, is carried on also to a great extent; an establishment of this description in Albany has employed, in this business, from 600 to 700 persons, and has paid wages to the amount of 100,000 dollars a year. And we beg leave here to refer to a branch of domestic industry, carried on principally in Massachusetts, in making braid, or straw-bonnets, and palm-leaf hats. The value of these articles, made in 1832, as appears by the returns made to the secretary of the treasury, was from 800,000 dollars to 900,000 dollars."

For the value made in 1840, see tabular statements hereafter.

Sugar Refineries.—In 1831, the number of sugar refineries in the United States was thirty-eight. For the present number and products, see tabular statements.

MANUFACTURES OF IRON AND OTHER METALS.

Under the head of "Metals of the United States," we have given details of the iron manufactures; and we are enabled to add some further information from various sources. It is remarkable that iron and iron wares were made in the United States, at a period when but little iron was made, except in Sussex, in England. Douglas, in his "Summary of the British Settlements," Vol. I., page 540, says: "Iron is a considerable article in our (New England) manufacture. It consists of three branches: 1, smelting-furnaces, reducing the ore into pigs, having coal (charcoal) enough, and appearances of rock ore. In Attleborough were erected, at a great charge, three furnaces, but the ore proving bad and scarce, this projection miscarried as to pigs, but were of use in casting of small cannon for ships and letters of marque, and in casting cannon-balls and bombs for the (final) reduction of 'Louisburg' in 1745 (100 years ago). 2. Refineries, which manufactured pigs imported from New York, Pennsylvania, and Maryland furnaces, into bar-iron. 3. Bloomeries, which, from bog or swamp ore, without any furnace, only by a forge hearth, reduce it into a bloom, or semi-liquified lump, to be beat into bars, but much inferior to those from pigs or refineries. 4. Swamp-ore furnaces; from ore smelted, they cast hollow ware, which we can afford cheaper than from England or from Holland."

Speaking of Pennsylvania, he says they export considerable quantity of their

iron in pigs, bars, and pots; and at Virginia and Maryland, "towards the mountain, there are furnaces for running of iron ore into pigs and Holland cast ware, and forges to refine pig-iron into bars."

IRON and Steel, Imported into the United States annually, from 1821 to 1842.

YEARS.	IRON AND STEEL.								
	BAR IRON.		Pig-iron.	Old and scrap iron.	Steel.	TOTAL VALUE.	MANUFACTURED.		
	Manufactured by rolling.	Manufactured otherwise.					Paying duties ad valorem.	Paying specific duties.	TOTAL VALUE.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	1,213,041	....	....	....	131,291	1,344,332	1,030,129	238,400	1,804,529
1822.....	1,864,868	....	....	....	189,613	2,054,481	2,767,757	387,818	3,155,575
1823.....	1,891,635	....	....	....	224,505	2,116,230	2,568,842	308,279	3,907,121
1824.....	902,897	483,686	3,444	....	236,405	1,680,432	2,505,291	326,411	2,831,702
1825.....	224,497	1,562,146	36,513	....	291,515	2,114,071	3,412,758	393,658	3,706,416
1826.....	223,250	1,590,550	67,004	....	384,235	2,264,848	2,831,333	355,152	3,186,485
1827.....	347,792	1,323,749	46,881	....	310,197	2,028,619	3,526,433	448,154	3,973,587
1828.....	441,000	2,141,178	93,025	....	430,425	3,105,628	3,569,982	620,932	4,186,915
1829.....	119,326	1,884,049	28,811	....	289,831	2,322,617	3,100,630	340,278	3,430,908
1830.....	226,336	1,730,375	25,644	....	291,257	2,273,612	3,372,146	283,702	3,655,848
1831.....	544,064	1,260,166	160,081	....	309,645	2,365,146	4,358,921	408,912	4,827,833
1832.....	701,540	1,029,493	222,303	....	645,510	3,498,855	4,607,512	608,733	5,306,245
1833.....	1,002,750	1,827,473	217,668	24,035	523,116	3,605,042	3,361,582	773,855	4,135,437
1834.....	1,187,232	1,742,883	270,325	33,243	554,150	3,787,837	4,090,621	656,000	4,746,621
1835.....	1,080,152	1,641,359	289,779	11,029	576,988	3,569,887	4,827,461	524,153	5,351,616
1836.....	2,121,328	1,891,314	272,978	28,224	686,141	5,010,385	7,001,404	879,655	7,880,969
1837.....	2,573,367	2,017,346	422,929	18,391	804,817	5,836,850	5,488,311	1,038,382	6,526,693
1838.....	1,825,121	1,106,196	319,099	7,567	487,334	3,805,317	3,009,507	543,779	3,513,286
1839.....	3,181,180	2,054,094	285,300	10,161	771,804	4,302,539	5,585,063	922,447	6,507,510
1840.....	1,707,649	1,680,881	114,502	15,749	528,716	4,056,507	2,575,229	609,071	3,184,900
1841.....	2,172,278	1,614,619	223,228	10,537	609,201	4,620,863	3,428,140	827,820	4,255,960
1842.....	2,053,463	1,011,410	295,284	8,207	597,317	3,995,671	2,919,498	652,583	3,572,081

The extraordinary progress of the iron works of England and Scotland, during the present century, has created such abundance and cheapness, that high duties have been resorted to in the United States for protecting domestic iron works. This evil policy we will refer to hereafter. Except common articles of hardware, all others are produced at high prices. Among the various metallic fabrics, according to the reports of the Commissioners of Patents, we may enumerate—

Jewellery.—"In 1820, it might be said with almost literal truth, that nothing of the kind was manufactured in the United States. But now, much the larger part of all the more rich and solid articles are made in this country. There are very good and extensive assortments in the stores, where not a single specimen of foreign jewellery is to be found. Articles of English manufacture are entirely superseded by the superior skill and taste of our workmen; but there are some sorts of work done by the French jewellers which cannot be equalled here."

Pins.—"The progress made in the United States, in the manufacture of this article of universal use, within a few years, is truly astonishing. A manufactory, near Derby, Connecticut, has a contrivance for sticking pins in paper, which is quite marvellous. It takes, in England, sixty females to stick in one day, by sunlight, ninety packs, consisting of 302,460 pins. The same operation is performed here, in the same time, by one woman. Her sole occupation is to pour them, a gallon at a time, into a hopper, from whence they come out all neatly arranged upon their several papers. The mechanism, by which the labour of

fifty-nine persons is daily saved, yet remains a mystery to all but the inventor; and no person, but the single woman who attends to it, is, upon any pretext whatever, allowed to enter the room where it operates."

Nails were first made in the United States by machinery, which slit the rods, cut, and head them with astonishing rapidity. They are more brittle than wrought nails; but machine-made spikes are said to be equal, if not superior, to others. Screws, door-hinges, horse-shoes, all kinds of tools, locks, and fastenings for doors, lead pipes, and various metallic articles, cotton and wool cards, are made of the best quality. (See tabular statement hereafter.) Steam-engines and boilers, mainbrace, and other instruments, and anchors, and chain cables; articles of cast iron; agricultural instruments; and all the articles of metal made in England and France, are now made in the United States; but many of them at much higher prices to the inhabitants than they could be imported from Europe.

Hooks and eyes form another illustration of the progress of inventive industry. Thirty years ago, the price was one dollar fifty cents per gross; now, the same quantity may be purchased, from fifteen to twenty cents. "At one establishment in New Britain, Connecticut, 80,000 to 100,000 pairs per day are made and plated by a galvanic battery, on the cold silver process. The value of this article, consumed annually in the United States, is estimated at 750,000 dollars."

Horse-shoes furnish a similar proof of the bearing of the progress of inventions. An improved kind of horse-shoes, made at Troy, New York, for some time past, is now sold at the price of only five cents per pound, ready prepared, to be used in shoeing the animal. At a factory, recently erected, fifty tons of these are now turned out per day; and, it is believed, they can be made and sent to Europe, at as good a profit as is derived from American clocks, which have handsomely remunerated the exporter.

<i>Brass, copper, tin, pewter and Britannia ware.</i> —In 1833, the man-	dollars.
factures of copper imported (exclusive of copper bottoms), was..	33,244
Of brass (exclusive of sheet and rolled brass).....	370,764
Of tin.....	11,887
Of pewter.....	11,945
Total.....	427,840

In 1832, the value of the manufactures of copper, brass, tin, Britannia ware, including clasps made in Connecticut, was 430,050 dollars.

Buttons.—The value of domestic buttons, made in 1832, was estimated at 800,000 dollars; the value of those that were gilt, being 300,000 dollars, and others, 500,000 dollars. These were made in Waterbury and Meriden, in Connecticut, and in several towns in Massachusetts.

Combs, of ivory, horn, shell, and wood, were made in different parts of the United States, the same year, to the value, at least, of from 700,000 dollars to 800,000 dollars. In Massachusetts alone, in 1832, the value of combs of all kinds was about 450,000 dollars.

These articles, not only supply the home market, but constitute a part of

American domestic exports. The value of combs and buttons exported in 1832, was 124,305 dollars, and in 1833, 142,970 dollars.

Carriages.—The making of carriages and coaches, may very properly be classed among the important manufactures of the country. The annual value made, must be, in no small degree, conjectural.

Lead.—The lead mines in the United States, have been as productive as any in the world. Those on Fever river, and in Missouri, produced the following quantities, in each year, from 1823 to 1832.

Y E A R S.	Fever River.	Missouri.	TOTAL.	Y E A R S.	Fever River.	Missouri.	TOTAL.
	lbs.	lbs.	lbs.		lbs.	lbs.	lbs.
1823.....	335,130	....	335,130	Brought forward	18,420,712	3,877,852	22,298,564
1824.....	175,220	....	175,220	1820.....	13,343,150	1,108,100	14,451,730
1825.....	664,530	386,590	1,051,120	1821.....	8,323,998	8,060	8,332,058
1826.....	958,842	1,874,962	2,833,804	1822.....	6,381,901	67,180	6,449,080
1827.....	5,181,180	910,380	6,092,560	1823.....	4,281,876	....	4,281,876
1828.....	11,106,810	1,205,920	12,311,730	Total.....	50,753,677	5,151,232	55,904,908
Carried forward	18,420,712	3,877,852	22,298,564				

The great increase in the years 1828 and 1829, reduced the price so low, as to render the working of the mines unprofitable.

American manufactures of white and red lead, as well as shot, now nearly supply the domestic market. In 1821, the quantity of white and red lead imported was about 4,000,000 lbs., valued at 322,568 dollars; and the quantity in pigs, bars, and sheets, was 3,197,409 lbs., and the quantity of shot was 2,290,596 lbs., both valued at 204,710 dollars. But since 1830, the value of white and red lead has averaged about 30,000 dollars a year; and, in 1833, the value of pig, bar, and sheet lead, was 60,660 dollars, and of shot, only 8500 dollars.

The value of white and red lead made in the country, must rest, in some measure, on conjecture. In 1810, the value, as returned by the marshals, was 325,560 dollars, principally from the city and county of Philadelphia.

The amount, at the present time (1834), cannot be less than 1,000,000 dollars. In 1833, two establishments for the manufacture of these articles existed in Salem, Massachusetts, and made the following quantities, viz. :—

	lbs.
White lead.....	2,081,894
Red ditto.....	42,236
Sugar of ditto.....	20,586
And which was valued at 195,000 dollars.	

Soap and Candles.—The American manufacturer has long since more than supplied the home market with the articles of soap and candles. The annual value of these articles exported, including spermaceti candles, is about 1,000,000 dollars. The amount necessary for home consumption, cannot be less, it is believed, than from 9,000,000 to 12,000,000 dollars. Estimating the number of families in the United States, at 2,330,000, and allowing four and a half dollars to each family for these articles, the value will be about 10,500,000 dollars.

The quantity of spermaceti candles, made in the United States, in 1831, was about 2,730,000 lbs., worth 709,800 dollars; and the annual value of this kind of candles exported, is about 250,000 dollars, leaving for home consumption to the amount of 460,000 dollars.

Paper.—Paper was made in New England, and probably in other parts of North America, a little more than a century ago.

In September, 1728, an act was passed, by the assembly of the province of Massachusetts bay, for the encouragement of the manufacture of this article. This act was granted to Daniel Henchman and others, the right of making paper, on condition, that, within the first fifteen months, they would make 140 reams of brown paper, and sixty reams of printing paper. This small beginning is referred to, in the report of the Board of Trade before mentioned, made in 1731; in which, speaking of the manufactures of Massachusetts, the board say, "By a paper mill, set up three years ago, they make to the value of 200*l.* sterling."

The manufacture of paper, particularly of the coarser kind, no doubt, increased, and was carried on, to a considerable extent, before the revolution. It was mentioned by Hamilton, in 1791, as one of the manufactures, which, in no inconsiderable degree, supplied the domestic market; and Coxe, in his view of the United States, published not long after the date of this report, states, that there were then forty-eight paper mills in operation in Pennsylvania.

In 1810, the value of paper made in the country, was about 2,000,000 dollars; and there can be little doubt, that it has trebled in value since that period, and must be now from 5,000,000, to 6,000,000 dollars. The value of paper made in Connecticut, in 1832, was 546,000 dollars.

The general government has, from its commencement, imposed a protecting duty on imported paper, and admitted the raw material, of which it is made, duty free. The value of rags imported, in 1832, was 466,387 dollars, and in 1833, 411,785 dollars, principally from Italy and Trieste.

Cabinet Ware.—The value of cabinet ware was estimated, in 1831, at 10,000,000 dollars; employing 15,000 men, who received for their labour about 4,700,000 dollars. The value of household furniture, exported in 1832, was 169,038 dollars; and, in 1833, was 200,635 dollars. (For 1840, see tabular statements.)

Connecticut Clock Commerce.—It is estimated that the citizens of Connecticut manufacture clocks to the amount of 1,000,000 dollars per annum. A correspondent of the *Rochester Democrat* residing at Hartford, says:—

"For the last three years we have been gradually pushing our *notes of time* into foreign countries; and such has been our success, that within a few hours' ride of this city, 1000 clocks are finished daily; and it is a fair estimate to put down 500,000 clocks as being manufactured in this state last year. This year the number will be still increased, as John Bull is so slow in his movements that there is no hope of reform until he has plenty of Yankee monitors. These we are now sending him by every ship that clears from our seaports. In 1841, a few clocks were exported there as an experiment. They were seized by the custom-house in Liverpool, on the ground that they were undervalued. The

invoice price is one dollar and fifty cents, and the duties twenty per cent. They, however, were soon released, the owner having accompanied them and satisfied the authorities that they could be made at a profit, even thus low. Mr. Sperry, of the firm of Sperry and Shaw, was the gentleman who took out the article. He lost no time, after getting possession of his clocks, in finding an auction house. They were made of brass works, cut by machinery out of brass plates, and a neat mahogany case enclosed the time-piece. They were a fair eight-day clock, but wholly unknown in England. The first invoice sold for 4*l.* sterling to 5*l.* sterling, or about twenty dollars each. Since that time every packet carries out an invoice of the article, and 40,000 clocks have been sold there by this one firm, Sperry and Shaw. Others are now in the business, and the north of Europe has become our customers. India, too, is looked to as a mart for these wares, several lots have been forwarded to the ports of China."

Glass.—The report of the committee of the New York Convention, informs us, that the manufacture of flint glass, is now almost equal to the domestic consumption; "that, for the manufacture of this article, there were, in 1831, twenty-one furnaces, containing 140 pots, and located at the following places:—

At Boston and its vicinity	6 furnaces, with 38 pots.
„ Providence, Rhode Island	2 „ „ 12 „
„ New York and its vicinity	3 „ „ 22 „
„ Philadelphia	1 „ „ 6 „
„ Baltimore	2 „ „ 12 „
„ Pittsburg	4 „ „ 32 „
„ Wellsburg	2 „ „ 12 „
„ Wheeling	1 „ „ 6 „

"That the value of flint glass made in these establishments, was about 1,300,000 dollars; and that two of these, having four furnaces, with twenty-eight pots, situated in the vicinity of Boston, made annually, to the amount of 400,000 dollars, having a capital of 450,000 dollars, and paying, in yearly wages, 140,000 dollars.

"American flint glass is of an excellent quality, rivalling, in solidity and elegance, that of foreign countries. The first manufactory of flint glass in the United States, was established at Pittsburg, in 1812, and here the manufacture of this article has since greatly extended; and we have rarely felt more pleasure or surprise than in witnessing the making of this article, in a place which, but a few years before, was in the midst of a wilderness. In 1832, domestic glass, principally flint glass, was exported to the amount of 106,855 dollars.

"Nor, during the period under review, have the Americans been less successful in the manufacture of window glass, and glass bottles of different kinds. The New England crown glass manufactory, situated in Boston, having a capital of 150,000 dollars, makes glass of this description, to the value of 100,000 dollars a year. In addition to this, the committee advise us of, at least, twenty-three manufactories of cylinder window glass then in this country, ten in Pennsylvania (four being at Pittsburg and four at Brownville), two at Wheeling in Virginia, two in Maryland, two in New York, two in Ohio, one in Massachusetts, one in New Hampshire, one in Vermont, one in Connecticut, and one in the district of Columbia. These had a capital of 690,000 dollars, employed 800 men, whose wages were 230,000 dollars, and made annually 172,500 boxes of glass, or 8,625,000 feet, valued at 851,000 dollars.

"The most extensive manufactory of green bottles, demijohns, apothecaries' ware, and shop furniture, is that of Dyott, near Philadelphia; employing from 253 to 300 men and boys, and melting about 1200 tons per annum. Near Boston is a manufactory of glass bottles, having a capital of 50,000 dollars, making annually 6000 gross, and employing sixty-five men and boys."

By the report of this committee, the whole value of glass made in the United States, was as follows:—

	dollars.
Flint glass	1,300,000
Crown window glass	150,000
Cylinder window glass	851,000
Glass bottles, phials, apothecaries' ware, demijohns, carboys, &c.	200,000
	2,501,000
Employing 1800 men, whose wages amount to	800,000

From additional information obtained, subsequent to the date of the report, it was supposed that the value of the domestic manufacture of glass, was 3,000,000 dollars. In December, 1834, the number of glass works in Pittsburg had increased to ten.

In the manufacture of glass, as well as in its subsequent working, important improvements have been made. "The colouring of glass, and the production of works in painted glass, have advanced to a high state of perfection. The popular error of considering the ancient art of glass painting to be completely lost, has been exploded. The truth is, that this art at the present day exhibits a higher condition of improvement than at any former period, although the contrary opinion generally prevails. It has been found by careful experiment, that, when the metals themselves, instead of their oxides, have been fused with glass, it presents that dull, untransparent appearance, which is remarkably characteristic of ancient stained glass, and, by repeated analytical and synthetical trials, the composition of ancient glass has been fully determined. The investigation of this subject has proceeded so far, that nearly all the colours used by the artist of the middle ages for painting on glass have been determined with accuracy.

"A most interesting application of glass has been made within two or three years, in the formation of ornamental damasks, by weaving glass threads with silk. They are richer in appearance, and cost less, than the gold or silver damasks. Such improvements have been made in the process of annealing the glass, that the threads are rendered almost as pliable as silk itself.

"In the manufacture of glass a plan has recently been adopted by which it is freed from air bubbles—a consideration of great consequence in the preparation of glass for optical purposes. A vacuum is created over the melted glass, causing the air bubbles to expand and rise more readily to the surface.

"Among the trophies of the art of glass making, may be instanced here the enormous sheet of plate glass lately cast by the Thames Plate Glass Company. Its dimensions are fourteen feet eight inches in length, and eight and a half feet in width. An ingenious process for making concave glass mirrors was not long since introduced, though, it involves practical objections to its common use. A large thin, and uniform glass mirror was firmly cemented to an iron rim, and, by means of an air-pump, a vacuum was created under the plate of glass, and the pressure of the atmosphere produced a concavity of the glass in proportion to the exhaustion beneath. The curve of the mirror obtained in this way cannot be very deep, and forms what is termed the catenary curve."

Glass works at Sandwich, Massachusetts.—The yards and buildings of this establishment cover six acres of ground. It employs 225 workmen, who, with their families, occupy sixty dwelling-houses. The raw materials used, per annum, are, glass, 600 tons; red lead, 700,000 lbs.; pearlash, 450,000 lbs.; saltpetre, 70,000 lbs. They consume 1100 cords of pine wood, 700 cords of oak wood, and 100,000 bushels of bituminous coal. Seventy tons of hay and straw are used for packing the glass. The amount of glass-ware manufactured, is 300,000 dollars per annum; said to be superior to any other manufactured in America, and equal to any in Europe. By the application of heated air from the steam-engine, to pans containing sea water, they manufacture about 3000 bushels of salt per annum; and all the ashes are leached, and the ley converted to potash. It is said that the saving by this economy, which is carried through every department, is sufficient to pay a handsome dividend on the stock.—(See Glass-works, &c. for 1840—tables.)

QUANTITY and Value of Manufactured Glass Imported into the United States, in each Year, from 1825 to 1840.

Y E A R S.	Glass-ware, paying duties at valorem.	APOTHECARIES' PHIALS.		PERFUMERY PHIALS.		BLACK BOTTLES.		DEMIJOHNS.		WINDOW GLASS.	
		Gross.	Value.	Gross.	Value.	Gross.	Value.	No.	Value.	100 Ft. Sq.	Value.
1825	218,005	4636	dollars.	.....	dollars.	13,086	64,658	37,883	dollars.	5,506	dollars.
1826	159,048	3451	7,075	.....	.....	23,546	115,160	63,553	15,437	5,916	59,516
1827	279,006	9838	9,210	.....	.....	27,839	140,743	53,551	25,547	7,982	71,348
1828	384,412	3995	32,003	.....	.....	22,092	104,707	56,205	20,720	5,671	51,752
1829	304,012	691	10,640	.....	.....	12,383	58,502	00,825	20,027	3,631	56,355
1830	255,749	1161	2,004	.....	.....	14,327	52,991	50,614	15,094	2,086	25,597
1831	345,797	402	3,473	.....	.....	17,993	81,877	68,157	17,851	4,605	59,576
1832	505,285	1375	1,260	.....	.....	25,934	118,835	58,410	17,013	4,904	63,241
1833	333,882	846	3,737	.....	.....	26,046	118,820	54,097	18,390	8,539	78,151
1834	376,345	429	59	725	639	23,254	117,428	70,776	20,783	7,416	73,332
1835	431,118	598	8	122	1906	24,014	118,225	70,001	21,307	21,275	136,008
1836	608,107	238	05	1906	48,205	260,074	73,045	21,298	27,149	188,750	188,750
1837	532,982	241	124	1196	48,051	271,181	70,466	23,981	15,324	111,327	111,327
1838	310,720	250	68	500	27,489	148,379	59,354	14,911	6,271	55,227	55,227
1839	659,174	365	270	2073	35,073	178,705	50,016	14,609	24,464	105,751	105,751
1840	360,447	276	77	1571	25,548	118,268	85,308	25,072	13,525	86,746	86,746
1841	345,826	194	117	1779	15,377	78,170	50,495	14,978	15,367	142,743	142,743
1842	380,526	149	272	1418	15,773	74,800	53,087	15,413	29,993	85,523	85,523
1843*	61,591	244	18	41	3,063	14,220	2,130	646	418,743†	20,551	20,551
1844*											

* During 1843 and 1844, the following quantities of glass were also entered under the denomination of cut and plain, paying specific rates of duty. Prior to 1843, these were all included under *Glassware at ad valorem* duties.
In 1843....Cut glass, 19,102 lbs.; value, 6500 dollars.—Plain glass, 50,165 lbs.; value, 6319 dollars.

† Per square foot.

Distilled spirits.—In 1810, the quantity distilled was about 25,000,000 of gallons, 5,000,000 from molasses, and the remainder from grain or fruit; and the whole was then valued at 14,988,776 dollars, being more than one-tenth of all the manufactures of the United States, and between one-third and a half of the manufactures of wool, cotton, and flax, at that time.—(For Distilleries and Breweries in 1840, see tables.)

Chemical produce.—A report by a committee of the New York Convention, states, “that in 1831, there were not less than thirty chemical establishments in this country, having a capital of 1,158,000 dollars, and making various chemical articles, to the annual value of 1,000,000 dollars, and employing 900 hands. This kind of manufacture was secured principally by the tariff of 1824. The committee state, that the general price of chemical articles, in the United States, was, at that time, one-half less than before their domestic manufacture, under the tariff of 1824; and, in some instances, the difference was much greater—that in 1820, the price of Epsom salts was from eleven to twelve cents per pound—in 1824 a duty of four cents was imposed on foreign salts of this description; and the price in 1831, was three and a half cents per pound.”

“American chrome yellow was, for a short time, exported to Great Britain, not being embraced in the tariff of British duties.

“The British manufacturer of this article, however, soon procured a duty upon its importation, amounting to a prohibition. About 4,000,000 lbs. of copperas is now made in the United States; 3,000,000 lbs. in Vermont, 500,000 lbs. in Ohio, and 500,000 lbs. in other states. This article is sufficient for the supply of this country, and in 1832 was sold at two, and two and a half cents per pound.

“Among the articles made in these various chemical establishments, are calomel and other mercurial preparations, Glauber salts, Rochelle salts, tartaremetic, ammonia, sulphate of quinine, oil of vitriol, tartaric acid, aqua fortis, prussian blue, chrome yellow, chrome green, nitric acid, muriatic acid, barilla, oxalic acid, chloride of lime, chlorine of soda, refined saltpetre, refined borax, refined camphor, acetic acid, acetate of lead, nitrate of lead, prussiate of potash, bi-chromate of potash, &c.

“Most of the materials used in these establishments, are the produce of the United States; and nearly the whole of this branch of domestic industry, is a clear gain to the United States.”—*Pitkin*, in 1835. (See tabular statements for 1840.)

Salt manufacture of the United States.—The annual report of the superintendent of salt springs and inspector of salt in the county of Onondaga, the salt region of New York, for 1843, prepared and published in pursuance of the requirement of a law of the state, furnishes much valuable information touching the manufacture and trade in this important article of consumption and commerce. Taking this report and a variety of other data as the basis, we proceed to lay before our

readers, in as condensed and comprehensive form as possible, some account of the progress of the salt trade and manufacture of the United States.

The quantity of salt manufactured in the United States in 1840 added to the quantity imported in that year, would make an aggregate of 14,302,337 bushels, which would give to each man, woman, and child in the union a proportion of near seven-eighths of a bushel of salt.* The following table† exhibits the aggregate amount of salt manufactured in 1839, in each state and territory of the United States. It shows how widely this mineral, so necessary for man, is diffused throughout the country.

STATEMENT of the aggregate Amount of Salt manufactured in the year 1839, in each State of the United States

	Quantity.	NAME OF STATE.	Quantity.
	bushels.		bushels.
Maine.....	50,000	Brought forward.....	5,595,136
New Hampshire.....	1,200	North Carolina	1,493
Massachusetts.....	376,505	South Carolina	2,250
Connecticut.....	1,500	Kentucky.....	219,693
New York.....	2,867,884	Ohio.....	297,330
New Jersey.....	500	Indiana.....	6,400
Pennsylvania.....	549,478	Illinois.....	20,000
Delaware.....	1,100	Missouri.....	13,150
Maryland.....	1,200	Arkansas.....	8,700
Virginia.....	1,745,618	Florida.....	12,000
Carried forward.....	6,695,136	Total.....	6,176,174

The amount of duty on salt, imported in 1840, and secured to be paid to the United States that year, was 917,362 dollars, less than four cents to each inhabitant. About four-fifths of the foreign salt imported into New York in 1841, was Turk's Island.

The following table exhibits the quantity of salt imported into the United States from foreign countries during a period of ten years, from 1832 to 1841, inclusive, and also the rate of duties, as follows:—

IMPORTS and Rate of Duties.

Y E A R S.	Quantity.	Rate of duty.		Y E A R S.	Quantity.	Rate of duty.	
	bushels.*	cents.	mills.		bushels.	cents.	mills.
1832.....	5,041,326	10	0	1837.....	6,343,706	8	8
1833.....	6,822,672	10	0	1838.....	7,103,147	8	2
1834.....	6,058,076	9	4	1839.....	6,061,608	8	2
1835.....	5,375,364	9	4	1840.....	8,183,203	7	6
1836.....	5,088,668	8	8	1841.....	6,823,944	7	6

* The bushel is reckoned at fifty-six pounds, and the duty on the same quantity.

The following statement shows the amount of foreign salt imported into the United States in 1841, and the value thereof; also the country from whence exported:—

IMPORTED FROM	Quantity.	Value.	IMPORTED FROM	Quantity.	Value.
	bushels.	dollars.		bushels.	dollars.
Swedish West Indies.....	9,314	833	Brought forward....	6,050,622	761,622
Danish West Indies.....	708	134	Portugal.....	596,302	44,158
Dutch West Indies.....	235,143	10,309	Madeira.....	18,696	1,479
England.....	3,381,980	825,130	Fayal and other Azores.....	3,877	385
Scotland.....	40	19	Cape de Verd Islands.....	16,144	1,080
Ireland.....	87,119	15,798	Italy.....	17,217	798
British West Indies.....	1,770,621	154,720	Sicily.....	68,670	2,304
British North American Colonies.....	52,200	13,501	Turkey.....	1,960	182
France on the Mediterranean.....	119,558	6,731	Mexico.....	14,739	2,765
French West Indies.....	3,443	376	Brazil.....	6,360	349
Spain on the Atlantic.....	325,473	23,218	Ciaplantine Republic.....	9,620	963
Spain on the Mediterranean.....	64,513	4,763	Argentine Republic.....	20,224	2,407
Carried forward.....	6,050,122	764,622	Total.....	6,823,940	821,403

Of the above salt imported in 1841, a portion was exported during the same year. The following statement shows how much, and the value; also, to what country:—

EXPORTED TO	Quantity.	Value.	EXPORTED TO	Quantity.	Value.
	bushels.	dollars.		bushels.	dollars.
Dutch East Indies.....	608	197	Brought forward.....	50,908	19,523
British Honduras.....	751	263	Central Rep. of America.....	319	462
British American colonies.....	2,000	600	Brazil.....	8,582	1,606
Australia.....	150	50	Argentine Republic.....	8,175	1,601
Manilla and Philippine Islands.....	438	175	Asia generally.....	200	100
Cuba.....	25,623	10,249	South Seas, &c.....	4,728	894
Texas.....	8,010	3,502	Total.....	72,912	23,466
Mexico.....	13,325	4,217	Entitled to drawback.....	50,111	18,105
Carried forward.....	50,908	19,253	Not entitled to drawback.....	13,801	5,361

During the same year (1841), the whole amount of domestic salt exported, was as follows:—

EXPORTED TO	Quantity.	Value.	EXPORTED TO	Quantity.	Value.
	bushels.	dollars.		bushels.	dollars.
Dutch East Indies.....	50	43	Brought forward.....	213,894	62,275
Dutch West Indies.....	317	111	Cuba.....	1,040	415
British American colonies.....	213,527	62,121	Texas.....	150	75
Carried forward.....	213,894	62,275	Total.....	215,084	62,765

The salt springs of New York, and her facilities for manufacturing salt and transporting it to market, are superior to any in the United States. These springs are located on the Erie and the Oswego canals, and in the vicinity of the Seneca and the Oneida lakes, the borders of which will furnish wood for fuel for a great number of years; and when this is exhausted, supplies of bituminous coal can be obtained at a low rate, from the mines at Blossburg, Pennsylvania. For a market, New York has the great lakes Ontario, Erie, Huron, and Michigan, with which it is connected by means of the Erie and the Oswego canals.

The salt springs around the Onondaga lake, were known to the aboriginal inhabitants, who communicated their knowledge to the white settlers.

If there are mines of rock salt, they lie at great depth. Borings have been made at Onondaga, at several points ; in one instance, to the depth of 250 feet, without finding fossil salt, and without passing through the saliferous rock, much of the difference being in cemented gravel. But the very important fact was elicited, that the strength of the brine increased with the depth of the well.*

The salt springs next in importance to those of New York, in the United States, are those at Kenawha, Virginia. According to the last census, the quantity of salt manufactured at these salines is 1,600,000 bushels. They have the advantage of the Onondaga springs in the article of fuel, there being an abundance of mineral coal contiguous to the springs, the cost of which, delivered at the salt works, does not exceed one dollar per ton ; but their brine is much weaker, as may be seen by the table taken from the report of Dr. Beck, for 1837, which exhibits the relative strength of the different brines from which salt is manufactured in the United States, as follows :—

At Nantucket	350	gallons of sea-water give a bushel of salt.
„ Boon's Lick (Missouri) . .	450	„ brine „
„ Conemaugh (Pennsylvania) .	300	„ „
„ Shawneetown (Illinois) . .	280	„ „
„ Jackson (Ohio)	213	„ „
„ Lockharts (Mississippi) . .	180	„ „
„ Shawneetown (2d saline) . .	123	„ „
„ St. Catharine's (Up. Canada)	120	„ „
„ Zanesville (Ohio)	95	„ „
„ Kenawha (Virginia)	75	„ „
„ Grand River (Arkansas) . .	80	„ „
„ Illinois River	80	„ „
„ Muskingum (Ohio)	50	„ „
„ Onondaga (New York) . . .	41 to 45	„ „

Since the above table was published, stronger brine has been obtained at the Onondaga salines. There is an abundant supply, from thirty to thirty-three gallons of which yield a bushel of salt.

The strong brine springs near Abington are at Saltville, Washington county, Virginia. Washington county borders on East Tennessee and North Carolina. The springs are located between the Clinch mountain and Blue Ridge. While engaged in boring for these springs, in 1840, salt rock was discovered at the depth of 220 feet below the surface of the ground. This salt rock was penetrated by boring 166 feet without being passed through. It yields a large proportion of chloride of sodium. Specimens of the rock are deposited in the State Geological Cabinet, at Albany.

A correspondent of the superintendent of salt springs, in Onondaga, has recently furnished an analysis of this rock, and also of the brine of the springs, by Professor Hayben, geologist, &c., as follows, viz. :—

* *Gordon's Gazetteer of New York*, 1836.

ANALYSIS of Salt Rock.

Oxide of iron.....	0.470
Sulphate of lime.....	0.446
Chloride of calcium.....	trace
Chloride of sodium.....	99.084
	100.000

"One pint of brine yielded, in saline matter, 2432.25 grains, equal in a gallon to 19,458 grains, or 2.77 lbs. avoirdupois. Eighteen gallons of the brine produce a bushel of salt of fifty lbs."

"Some improvements have also been made in the springs at Shawneetown, Illinois. They now furnish brine, 100 gallons of which yield a bushel of salt.

Within the past two years, a salt spring has also been discovered in a rock, boring 661 feet deep, upon Grand River, at Grand Rapids, Michigan, about forty miles from Lake Michigan. A copper tube, of three inches diameter, was inserted in the boring to the depth of 360 feet, for the purpose of excluding a weaker vein of water nearer the surface. The brine raised in this tube to the height of thirty-five feet above the surface of the ground, and flowed over at the rate of seven gallons per minute. It requires about seventy gallons of the brine to yield a bushel of salt. The manufacture of salt, upon a small scale, has been commenced at this place by the proprietors of the spring, Messrs. Lucius, Lyon, and Co.

The manufacture of salt at Onondaga springs has increased rapidly, producing, from the duty paid to the state, a very large revenue. The following statement exhibits the quantity of salt manufactured in each year, from 1826 to 1842, inclusive, and the amount of duties paid into the treasury of the state:—

Y E A R S.	Salt manu- factured.	Amount of duties collected.	Y E A R S.	Salt manu- factured.	Amount of duties collected.
	bushels.	dls. cts.		bushels.	dls. cts.
1826.....	827,508	103,438 30	Brought forward..	12,647,452	1,454,407 37
1827.....	993,410	122,926 25	1835.....	2,209,867	132,502 02
1828.....	1,100,883	145,111 00	1836.....	1,912,858	114,771 48
1829.....	1,291,280	161,410 00	1837.....	2,161,287	129,677 22
1830.....	1,435,446	179,430 75	1838.....	2,375,032	154,501 92
1831.....	1,514,037	189,254 38	1839.....	2,864,718	171,883 08
1832.....	1,652,985	200,660 62	1840.....	2,622,305	157,338 30
1833.....	1,838,646	229,580 75	1841.....	3,340,770	200,448 14
1834.....	1,913,252	116,595 12	1842.....	2,291,003	137,514 18
Carried forward..	12,647,452	1,454,407 37	Total	32,626,191	2,853,131 71

Previous to 1834, the rate of duty was one shilling per bushel, since which it has been six cents. This charge accounts for the diminished revenue in 1834 and 1835, upon the increased product.

By a statement contained in the report of the superintendent and inspector for 1838, we perceive that the *net* revenue from salt duties, from 1818 to 1824, inclusive, were as follows:—

Y E A R S.	Value.	Y E A R S.	Value.
	dls. cts.		dls. cts.
1818.....	26,536 62	Brought forward..	224,396 84
1819.....	62,560 10	1822.....	58,834 74
1820.....	67,703 12	1823.....	75,807 89
1821.....	67,588 00	1824.....	98,553 92
Carried forward..	224,396 84	Total	452,593 30

dols. cts.

The whole amount of duties refunded in 1842, in conformity to a resolution of the Commissioners of the Canal Fund, allowing a drawback of duty on salt arriving at certain points specified in the said resolution, is . . . 14,553 83
 Total amount of duties refunded in 1841 . . . 6,075 87

Increase in amount, paid in 1842, of drawback of duties . . . 8,477 96

This last item shows that an increased amount of salt manufactured at the springs during the past year, has been disposed of at the more distant markets.

dols. cts.

The total amount of expenditures for all purposes during the year 1841, are . 53,984 89
 Total expenditures in 1842 . . . 42,619 96

Expenditures of 1842 less than those of 1841, by the sum of 11,364 93

QUANTITY and quality of Salt inspected in each Village, during 1842 :—

In the village of Salina.—Coarse salt, 1288 bushels, twenty-two lbs.; fine salt, 845,022 bushels, two lbs.; dairy salt, 3961 bushels, forty-two lbs. Aggregate—850,272 bushels, ten lbs.

In the village of Syracuse.—Coarse salt, 149,724 bushels, eighteen lbs.; fine salt, 486,439 bushels, thirty-four lbs.; dairy salt, 18,828 bushels, twenty-two lbs. Aggregate—654,992 bushels, eighteen lbs.

In the village of Geddes.—Coarse salt, 12,009 bushels, forty-six lbs.; fine salt, 154,532 bushels, eighteen lbs.; dairy salt, 2433 bushels, two lbs. Aggregate—168,975 bushels, ten lbs.

In the village of Liverpool.—Fine salt, 615,194 bushels, forty-six lbs.; dairy salt, 2468 bushels, ten lbs. Aggregate—617,663 bushels.

TABLE showing the Number and Extent of the Manufactories employed in the manufacture of Coarse and Fine Salt, in the town of Salina, the 1st of January, 1842.

V I L L A G E S.	Manu- factories.	Kettles.	Superficial feet of vats.	Gallons in kettles.
	number.	number.	number.	number.
Salina fine salt.	78	2694	119,232	194,370
Syracuse ditto...	36	1280	1,514,120	96,428
Geddes	18	624	126,238	45,551
Liverpool	51	2194		157,179

TABLE showing the Superficial Feet of Vats occupied, and also the Amount of Coarse Salt manufactured by the Coarse Salt Companies, during the Year 1842.

N A M E O F C O M P A N Y.	Superficial feet of vats.	Bushels manufactured.
	number.	number.
Onondaga Salt Company, Syracuse	618,000	54,643.00
Syracuse ditto, ditto.....	750,568	65,079.24
Henry Gifford and Co., Syracuse.....	139,322	10,525.20
S. C. Brewster, Geddes	30,622	3,203.54
Farnales and Allen, Geddes.....	95,616	4,886.20
Cobb and Hooker, Salina	57,024	1,288.22
New York Salt Company, Salina	62,208	
Syracuse Steam Salt Company, Syracuse	6,160	12,176.00
Aggregate.....	1,750,590	161,101.28

TABLE showing the Amount of Salt inspected in Salina annually from 1826 to 1844, both inclusive, and the Annual Increase of the same.

YEARS.	Bushels.	Increase.	YEARS.	Bushels.	Increase.
	number.	number.		number.	number.
1826.....	827,508		1836.....	1,912,858	
1827.....	983,410	155,902	1837.....	2,161,287	248,429
1828.....	1,160,888	177,478	1838.....	2,575,932	413,745
1829.....	1,291,280	130,392	1839.....	2,864,718	289,086
1830.....	1,435,446	144,166	1840.....	2,692,205	
1831.....	1,514,037	78,591	1841.....	3,340,769	718,404
1832.....	1,652,986	138,948	1842.....	2,291,903	
1833.....	1,838,646	185,661	1843.....	3,127,500	835,597
1834.....	1,943,252	104,606	1844.....	4,003,354	870,054
1835.....	2,209,867	266,615			

The annual consumption of salt in the United States is about 14,000,000 bushels. In the year 1841, there were 6,179,174 bushels of salt imported into the United States, of which 1,522,333 bushels were entered at the port of New York; and during eleven months of 1842, ending 30th of November last, 1,661,495 bushels of foreign salt were entered at the same port.

The whole quantity of domestic salt exported in 1841 was only 215,084 bushels, of which quantity 213,527 bushels were sent to the British colonies of Canada, where it was subjected to a duty of ten cents per bushel of fifty-six lbs.; and, in the year 1842, American salt entering the Canada ports paid a duty of twelve cents per bushel.

PRICES and Duty on Salt; from 1795 to 1843, inclusive, per Bushel.

YEARS.	Price.	Duty.	YEARS.	Price.	Duty.	YEARS.	Price.	Duty.
	cents.	cents.		cents.	free		cents.	cents.
1795.....	77	12	1812.....	61		1828.....	40	20
1796.....	56	12	1813.....	66		1829.....	50	20
1797.....	47	12	1814.....	72	20	1830.....	44	15
1798.....	09	20	1815.....	70	20	1831.....	46	15
1799.....	61	20	1816.....	70	20	1832.....	51	10
1800.....	61	20	1817.....	56	20	1833.....	38	10
1801.....	75	20	1818.....	58	20	1834.....	32	9.5
1802.....	04	20	1819.....	64	20	1835.....	34	9.5
1803.....	56	20	1820.....	58	20	1836.....	36	8.9
1804.....	78	20	1821.....	52	20	1837.....	38	8.9
1805.....	72	20	1822.....	58	20	1838.....	37	7.4
1806.....	57	20	1823.....	54	20	1839.....	36	7.4
1807.....	04	20	1824.....	50	20	1840.....	34	6.1
1808.....	68	free	1825.....	50	20	1841.....	35	6.1
1809.....	50	"	1826.....	44	20	1842.....	28	5.4 *
1810.....	44	"	1827.....	47	20	1843.....	23	8
1811.....	27	"						

* From 1834 to 1843, the duty was declining under the operation of the Compromise Act. The amount of duty must depend upon the price. The above is only an estimate of the duty, though probably not far from the truth.

Various other manufactures have been established, and are now being established in this country; among these, we may enumerate looking-glasses, the printing and binding of books, umbrellas, brushes of all kinds, brass nails, stockings, gloves, wafers, webbing, lace and fringes, mathematical and musical instruments, silk, whips, pocket-books, ready-made clothing, earthenware, oil, powder, beer, ale and porter, wire, brick, types, glue, clocks, printing-presses, lamps, spectacles, coffee-mills, suspenders, wool and cotton cards, oil cloths,

bellows, printers' ink, India rubber, and many others, which have not come to our notice.

Manufactures of the South and West.—"It is probable that if the manufacturing business is found sufficiently profitable for a series of years in this country, the upper parts of the Mississippi Valley will, in no long time, be the chief seat of American manufactures. Already labour and capital, to a large amount, are employed in manufactures of various sorts in the west. In western Pennsylvania, the upper part of western Virginia, and in the eastern part of Ohio, manufactories of cotton, wool, silk, paper, wooden and stone ware, &c., &c., abound."

The Greensborough *Patriot* gives an account of eight manufactories, one, the Mount Hecla, in that town, and the others in the neighbourhood; viz., the High Falls and Alamance factories, in Orange; the Cedar Falls and Franklinsville factories, in Randolph; the Lexington, in Davidson; the Salem, in Stokes; and the Leaksville, in Rockingham. That called Mount Hecla was among the first put in operation in the southern country. The Lexington and Salem factories are worked by steam. The products of these mills, besides supplying an extensive country demand, are sent off in immense quantities to the northern and western markets.

In Fayetteville and the immediate vicinity, the *Observer* enumerates six factories; viz., Mallett's, Cross Creek, Phoenix, Rockfish, Beaver Creek, and Little River.

Besides these, there are, in other parts of the state, one at Salisbury; one at Rockingham; one at Lincolnton; one at Rocky Mount, Edgecombe; one at Cane Creek, Chatham; one at Concord, Cabarrus; one at Milton; one at Mocksville; one at Milledgeville, Montgomery county; one in Surrey county; and one other in Orange county; making twenty-five in all.

The capital invested in the twenty-five is estimated, by the *Observer*, at about 1,050,000 dollars; the number of spindles about 50,000; persons employed from 1200 to 1500, and number of bales of cotton consumed at not less than 15,000.

The foregoing statements are all prepared from the official returns to Congress; from Pitkin's statistics; from the reports of commerce; from Mr. Ellsworth's reports for 1840, 1841, 1842, 1843, and 1844; and from statistical articles in *Hunt's Merchants' Magazine*.

TABULAR Statement of the Manufactures of the United States, in 1840.

STATES AND TERRITORIES.	MACHINERY.		HARDWARE, &c.		FIRE ARMS, &c.			PRECIOUS METALS.		VARIOUS METALS.		GRANITE, &c.	
	Value.	Men Em- ployed.	Value of Cutlery, &c.	Men Em- ployed.	Can- non.	Small Arms.	Men Em- ployed.	Value.	Men Em- ployed.	Value.	Men Em- ployed.	Value.	Men Em- ployed.
Maine.....	dollars. 60,752	No. 339	dollars. 65,555	No. 119	..	152	4	..	..	dollars. 56,512	No. 51	dollars. 98,720	No. 280
New Hampshire.....	106,814	101	124,460	197	..	425	7	8,040	11	136,334	224	21,918	55
Massachusetts.....	926,975	913	1,881,163	1109	50	22,652	397	92,045	61	1,773,738	1042	217,180	274
Rhode Island.....	437,100	534	138,720	164	..	..	..	283,500	179	147,450	138	36,202	43
Connecticut.....	319,680	325	1,114,725	1109	..	12,832	148	199,100	126	1,733,044	1095	80,866	55
Vermont.....	101,354	87	16,650	33	..	1,158	42	3,000	8	24,900	44	62,515	116
New York.....	2,895,517	3,631	1,566,974	962	112	8,308	203	1,100,203	708	2,456,792	1713	986,229	1447
New Jersey.....	753,050	932	83,575	123	..	2,010	71	159,302	7	405,955	130	10,000	16
Pennsylvania.....	1,998,152	1,973	786,982	770	5	21,571	108	2,679,075	745	1,200,170	635	443,510	536
Delaware.....	314,500	299	22,000	10	..	..	..	3,800	7	10,700	18	12,000	10
Maryland.....	248,105	723	15,670	36	..	80	3	13,300	21	812,900	216	152,760	247
Virginia.....	429,835	445	50,504	300	..	9,330	202	41,000	52	128,236	219	16,522	40
North Carolina.....	43,285	89	1,200	43	..	1,085	40	..	1	16,850	24	1,083	15
South Carolina.....	65,501	127	13,465	26	..	167	7	3,000	4	..	..	..	..
Georgia.....	131,238	184	7,860	19	..	95	5	250	1	5,350	6	16,840	10
Alabama.....	131,825	96	13,875	41	4	428	20	1,650	7	25,700	17	7,311	17
Mississippi.....	242,223	274	..	..	..	00	7	6,423	3	36,900	20	..	..
Louisiana.....	5,000	..	30,000	..	8	..	..	..	..	..	..	..	..
Tennessee.....	257,704	269	57,170	142	..	564	34	28,460	11	100,870	100	5,400	10
Kentucky.....	46,074	149	22,350	30	..	2,341	109	19,090	21	164,080	174	8,820	25
Ohio.....	875,731	888	303,300	289	3	2,450	70	53,125	37	782,901	589	256,131	401
Indiana.....	123,808	120	34,263	83	..	885	47	3,500	2	14,580	26	6,720	28
Illinois.....	37,720	71	9,750	20	20	238	12	2,400	7	31,200	29	16,112	26
Missouri.....	190,412	191	..	..	..	959	48	5,450	12	60,300	72	32,050	73
Arkansas.....	14,005	51	..	..	..	6	1	..	..	1,210	5	30	..
Michigan.....	47,000	67	1,250	7	..	195	0	5,000	1	57,900	45	7,000	6
Florida.....	5,000	8	..	..	..	..	..	500	..	4,000	3	..	..
Wisconsin.....	716	6	..	..	..	12	1	..	..	3,500	5	..	..
Iowa.....	..	..	..	..	..	40	2	..	..	..	..	..	..
District of Columbia.....	69,300	42	500	2	80	..	30	17,200	24	28,000	37	3,000	4
Total.....	10,980,681	13,001	6,451,967	5492	274	88,073	1,744	4,734,966	1556	9,779,412	6677	2,442,930	3734

STATES AND TERRITORIES.	BRICKS AND LIME.			WOOL.					COTTON.					
	Value.	Men Em- ployed.	Capital Invested in those already men- tioned.	Falling Mills.	Factories.	Value of Goods.	Persons Em- ployed.	Capital In- vested.	Factories.	Spindles.	Dye and Print Works.	Value of Articles.	Persons Em- ployed.	Capital In- vested.
Maine.....	dollars. 621,506	No. 864	dollars. 300,822	No. 151	24	dollars. 412,360	No. 332	dollars. 318,105	No. 6	No. 29,730	No. 3	dollars. 970,397	No. 1,414	dollars. 1,399,000
New Hampshire.....	63,166	236	160,003	152	66	795,784	803	740,213	58	103,173	4	4,142,304	6,991	5,323,200
Massachusetts.....	310,796	758	3,081,965	207	144	7,082,898	5,076	4,179,850	278	665,095	22	16,553,423	20,928	17,414,099
Rhode Island.....	66,000	113	629,160	45	41	842,172	961	683,350	209	518,817	17	7,116,792	12,086	7,326,000
Connecticut.....	151,440	307	2,294,810	157	119	2,494,412	2,356	1,931,335	116	181,319	0	2,715,964	5,153	3,152,000
Vermont.....	402,218	224	141,385	239	95	1,331,953	1,450	1,406,930	7	7,254	..	113,000	292	118,100
New York.....	1,198,627	3,160	4,563,188	890	323	3,537,337	4,036	3,469,319	117	211,050	12	3,640,237	7,407	4,900,772
New Jersey.....	370,805	672	1,318,510	49	31	440,710	427	311,650	43	63,744	13	2,086,104	2,408	1,722,810
Pennsylvania.....	1,733,590	3,888	2,557,540	340	235	2,319,061	2,930	1,510,546	106	146,494	40	6,013,007	5,522	3,325,400
Delaware.....	56,586	110	92,500	8	2	104,700	83	107,000	11	24,492	..	332,272	566	330,500
Maryland.....	409,456	1,042	426,984	39	29	235,900	388	117,030	21	41,182	3	1,150,880	2,284	1,304,400
Virginia.....	393,253	1,004	164,041	47	41	147,792	222	112,350	22	42,262	1	446,063	1,816	1,209,020
North Carolina.....	58,336	276	17,165	1	3	3,900	4	9,800	25	47,034	..	438,000	1,219	993,300
South Carolina.....	193,408	1,281	72,445	..	3	1,000	6	4,300	15	16,550	..	359,000	570	617,450
Georgia.....	148,655	355	200,700	..	1	3,000	10	2,000	15	42,580	2	304,312	779	573,835
Alabama.....	91,326	204	95,370	..	..	..	..	..	14	1,502	..	17,547	82	35,375
Mississippi.....	273,970	693	222,745	..	..	..	..	..	53	318	..	1,744	81	6,420
Louisiana.....	861,655	1,467	2,432,600	..	..	..	..	..	2	706	..	18,900	23	22,000
Tennessee.....	119,871	417	166,728	..	26	14,290	45	25,600	38	16,813	..	325,719	1,542	463,240
Kentucky.....	240,919	657	148,191	5	40	151,346	200	138,000	58	12,368	5	329,380	522	316,113
Ohio.....	712,897	1,460	677,050	206	130	685,757	935	387,985	8	13,574	..	139,878	246	113,500
Indiana.....	260,751	1,007	140,469	24	37	58,807	103	77,974	12	4,965	1	135,400	210	142,500
Illinois.....	263,398	696	104,648	4	16	9,840	34	26,203	..	..	..	..	..	..
Missouri.....	185,324	66	205,494	..	9	17,750	13	8,100	..	..	..	..	..	..
Arkansas.....	319,696	96	11,620	..	1	198	1	12,800	2	90	..	..	7	2,125
Michigan.....	98,913	206	77,075	16	4	9,734	37	34,120	..	..	..	..	..	..
Florida.....	37,000	136	90,900	..	..	..	..	..	..	..	..	..	..	..
Wisconsin.....	6,827	43	4,355	..	..	..	..	..	..	..	..	..	..	..
Iowa.....	13,710	39	8,200	..	..	..	..	..	..	..	..	..	..	..
D. of Columbia.....	151,500	189	153,800	..	..	..	..	..	..	..	..	..	..	..
Total.....	9,730,945	22,807	20,620,809	2585	1420	20,696,199	21,342	15,765,124	1240	2,284,681	129	46,350,453	72,119	51,102,350

STATES AND TERRITORIES.	SILK.					FLAX.			MIXED.			TOBACCO.					
	Reeled and other sorts.	Value.	Persons employed.		Capital invested.	Value.	Persons employed.		Capital invested.	Value produced.	Persons employed.		Capital invested.	Articles.—Value.	Persons employed.		Capital invested.
			Males.	Females and Children.			Males.	Females and Children.			Males.	Females and Children.					
	lbs.	dollars.	No.	No.	dollars.	dollars.	No.	dollars.	dollars.	No.	dollars.	dollars.	No.	dollars.	No.	dollars.	
Maine.....	91	91	1	1	125	4,000	..	..	47,598	280	7,640	18,150	37	6,086		
New Hampshire.....	824	924	5	20	895	50	1	..	40,800	34	40,750	10,500	17	2,100			
Massachusetts.....	4,633	38,079	30	110	68,719	75,100	41	30,050	1,157,035	1,101	644,632	176,364	286	90,500			
Rhode Island.....	16	15	..	..	..	..	..	..	448,044	500	107,690	71,860	123	24,900		
Connecticut.....	6,901	55,485	23	100	85,430	90	4	40	530,530	1,484	343,900	122,684	233	67,875			
Vermont.....	39	99	5	2	1,150	55	..	..	155,276	282	101,740	..	..	..
New York.....	377	2,415	35	66	8,034	46,429	90	15,000	1,497,067	2,005	675,933	831,570	669	395,530			
New Jersey.....	168	868	10	7	2,020	53,314	178	105,770	151,352	303	85,500	98,600	106	47,690			
Pennsylvania.....	2,350	14,644	64	85	68,917	75,672	486	56,511	1,098,810	3,903	1,642,016	550,150	950	287,850			
Delaware.....	15	117	..	1	..	..	..	..	..	..	..	17,000	34	5,800		
Maryland.....	40	..	2	18	5,000	..	..	..	541,200	1,162	230,936	222,000	278	125,100		
Virginia.....	94	515	11	10	2,714	4,873	..	..	227,861	243	..	2,406,671	3342	1,526,080		
North Carolina.....	7	55	..	1	1,866	95	..	..	..	..	..	189,868	482	91,065		
South Carolina.....	46	380	1	3	50	..	..	..	2,450	9	..	3,500	7	5,000		
Georgia.....	97	458	14	7	955	..	..	..	225	3	120	9,503	33	6,312		
Alabama.....	13	90	..	..	75	..	..	..	705	..	..	2,260	2	..		
Mississippi.....	..	..	..	..	..	..	..	..	..	..	..	10	..	..	
Louisiana.....	70	420	..	3	..	..	..	..	..	..	..	150,000	414	95,000		
Tennessee.....	192	218	14	31	2,500	3,139	142	..	9,542	24	537	89,462	259	247,475			
Kentucky.....	86	819	3	11	5,407	7,519	240	444	127,875	3,142	39,803	413,585	587	230,400			
Ohio.....	632	3,740	23	27	2,900	11,737	31	212	280,293	552	183,415	212,818	187	68,810			
Indiana.....	0	94	4	1	3	6,851	261	100	46,329	596	12,143	65,959	88	24,706			
Illinois.....	17	235	..	1	10	1,480	50	..	11,711	49	8,238	10,130	24	3,093			
Missouri.....	..	..	..	..	..	..	..	..	11,115	40	4,885	89,590	168	51,755		
Arkansas.....	..	..	..	..	..	..	..	..	585	..	..	750	3	250		
Michigan.....	8	34	2	..	50	30	..	..	..	..	..	5,000	12	1,700		
Florida.....	1	15	..	..	..	..	..	..	..	..	..	10,480	21	5,240		
Wisconsin.....	1	5	..	1	..	..	..	..	1,500	4	550	..	..	..
Iowa.....	..	..	..	..	..	..	..	..	..	..	..	40	2	..		
D. of Columbia.....	..	..	..	..	..	..	..	..	151,510	29	75,350	37,280	..	10,950		
Total.....	15,745	119,814	246	521	274,374	322,205	1628	208,087	5,545,503	15,908	4,368,091	5,819,568	8384	3,437,191			

STATES AND TERRITORIES.	HATS, CAPS, BONNETS, &c.				LEATHER, TANNERIES, SADDLIERIES, &c.									
	Hats and Caps, &c.	Straw Bonnets.	Persons employed.	Capital invested.	Tanneries.	Sole tanned.	Upper tanned.	Men employed.	Capital invested.	All other Factories.	Articles—Value.	Capital invested.		
	dollars.	dollars.	No.	dollars.	No.	sides.	sides.	No.	dollars.	No.	dollars.	dollars.	dollars.	dollars.
Maine.....	74,174	8,807	212	28,050	306	123,747	85,856	754	571,793	530	443,846	191,717	..	..
New Hampshire.....	190,526	9,379	2,048	48,852	251	42,306	122,514	770	386,402	2,121	712,151	230,649	..	..
Massachusetts.....	918,438	821,046	6,050	602,392	355	212,844	301,608	2,446	1,024,609	1,532	10,553,826	3,318,544	..	..
Rhode Island.....	92,465	86,106	411	66,427	27	1,534	50,860	80	72,000	44	182,110	70,675	..	..
Connecticut.....	649,580	236,730	1,814	350,823	197	23,081	126,367	1,350	494,477	408	2,017,921	829,267	..	..
Vermont.....	62,482	2,819	120	32,875	201	102,763	102,037	509	403,093	399	361,468	168,090	..	..
New York.....	2,914,117	160,248	3,880	1,076,559	1216	1,292,890	827,993	5,579	3,907,348	2,849	6,232,924	2,743,765	..	..
New Jersey.....	1,181,662	23,220	987	332,029	139	57,390	86,764	1,080	415,728	478	1,582,746	637,021	..	..
Pennsylvania.....	820,831	80,312	1,470	449,407	1170	415,653	405,933	3,445	2,789,636	2,223	3,482,793	1,255,728	..	..
Delaware.....	15,300	450	35	9,075	18	20,618	22,075	66	80,300	75	169,037	101,630	..	..
Maryland.....	153,450	13,200	905	70,920	161	100,065	191,867	1,035	718,655	408	1,050,275	534,127	..	..
Virginia.....	153,778	14,700	340	85,640	660	135,782	206,216	1,422	838,141	982	826,597	341,967	..	..
North Carolina.....	38,167	1,700	142	13,141	353	62,050	89,032	645	271,797	238	185,887	70,103	..	..
South Carolina.....	3,750	..	20	315	97	68,018	89,586	281	212,920	245	109,472	45,662	..	..
Georgia.....	22,761	..	55	7,990	132	55,006	71,280	437	127,789	102	123,701	60,822	..	..
Alabama.....	8,210	..	31	4,045	142	86,705	42,777	309	147,468	137	180,182	58,332	..	..
Mississippi.....	5,140	..	13	6,100	128	15,832	15,093	149	70,870	42	119,167	41,345	..	..
Louisiana.....	..	..	..	..	25	19,760	13,707	88	129,020	7	108,500	89,850	..	..
Tennessee.....	104,949	..	177	49,215	454	135,547	171,399	909	484,114	374	359,050	134,340	..	..
Kentucky.....	201,810	4,883	964	118,850	387	107,676	155,465	978	507,534	548	732,646	360,325	..	..
Ohio.....	238,618	..	923	309,637	812	161,630	234,037	1,790	957,383	1,160	1,986,146	917,345	..	..
Indiana.....	123,844	2,048	183	69,018	498	123,780	187,381	978	890,277	579	730,001	247,549	..	..
Illinois.....	38,305	1,570	68	12,918	155	28,383	34,654	208	156,079	626	247,217	98,508	..	..
Missouri.....	111,620	..	89	30,195	155	31,959	55,180	235	208,936	240	266,345	179,527	..	..
Arkansas.....	1,500	..	3	400	37	9,203	9,811	70	43,510	545	17,400	8,830	..	..
Michigan.....	30,463	689	42	7,000	38	7,017	9,839	99	70,340	101	192,190	68,398	..	..
Florida.....	1,900	..	..	250	3	5,250	1,250	15	14,500	19	6,200	4,250	..	..
Wisconsin.....	61	..	1	10	1	150	150	3	2,000	13	11,800	7,003	..	..
Iowa.....	19,900	5,100	..	..	3	340	410	4	4,400	5	4,875	1,645	..	..
D. of Columbia.....	47,390	..	48	22,100	9	16,900	9,200	72	80,400	7	110,480	66,750	..	..
Total.....	8,704,342	1,476,505	20,170	4,485,300	6220	3,463,511	3,781,868	20,018	15,650,920	17,130	33,124,403	12,861,262	..	..

STATES AND TERRITORIES.	SOAP AND CANDLES.					DISTILLED AND FERMENTED LIQUORS.					
	Soap.	Tallow candles.	Spermaceti and wax candles.	Men employed.	Capital invested.	Distilleries.	Produced.	Breweries.	Produced.	Men employed.	Capital invested.
	lbs.	lbs.	lbs.	No.	dollars.	No.	gallons.	No.	gallons.	No.	dollars.
Maine.....	85,435	213,898	3,023	23	10,500	8	190,000	..	..	7	20,000
New Hampshire.....	10,000	28,845	50,000	20	13,550	5	51,344	1	2,000	7	15,998
Massachusetts.....	12,660,400	1,247,463	2,162,710	403	878,956	37	5,177,910	7	429,800	154	962,100
Rhode Island.....	1,287,050	157,250	264,500	57	252,628	4	855,000	8	89,600	42	129,000
Connecticut.....	337,000	440,790	20,002	39	46,000	70	215,802	..	..	42	50,880
Vermont.....	80,300	28,687	..	2	..	2	2,500	1	12,800	5	8,850
New York.....	11,930,834	4,020,783	253,000	489	618,875	212	14,072,815	83	6,059,122	1,486	2,107,006
New Jersey.....	482,229	372,543	..	27	38,400	219	334,017	6	206,375	394	230,870
Pennsylvania.....	5,097,690	2,316,843	5,002	253	294,442	1,010	5,240,193	87	12,765,974	1,607	1,599,471
Delaware.....	867,240	150,831	..	9	24,000	..	..	3	29,500	9	6,000
Maryland.....	1,865,240	731,146	35,000	93	98,600	73	366,213	11	828,140	199	185,790
Virginia.....	1,200,308	403,625	837	126	28,881	1,454	805,725	8	32,060	1,681	187,212
North Carolina.....	1,612,925	148,516	335	367	4,754	2,802	1,051,079	..	17,431	1,422	180,800
South Carolina.....	586,327	68,911	..	108	300	251	102,288	..	..	219	14,342
Georgia.....	704,928	111,066	75	2033	27,128	393	126,746	22	..	218	28,006
Alabama.....	219,024	29,047	621	2	3,000	188	127,430	7	300	230	24,212
Mississippi.....	122,084	31,957	97	..	..	14	3,150	2	132	12	910
Louisiana.....	2,202,200	3,600,020	40,000	75	115,500	5	285,520	1	2,400	27	110,000
Tennessee.....	594,289	65,388	..	2	6,000	1,428	1,100,107	6	1,838	1,341	218,182
Kentucky.....	2,282,426	563,035	313	516	28,765	889	1,703,685	50	214,589	1,028	815,308
Ohio.....	3,603,020	2,318,436	151	103	180,780	390	6,329,467	59	1,422,384	798	589,119
Indiana.....	1,135,500	228,938	111	30	13,039	323	1,787,108	20	188,392	500	322,316
Illinois.....	519,073	117,698	42	25	17,343	150	1,531,684	11	90,300	233	128,165
Missouri.....	158,000	243,000	..	15	16,708	293	508,808	7	27,470	365	189,076
Arkansas.....	142,775	16,341	632	32	200	33	20,415	..	..	18	10,208
Michigan.....	78,100	87,875	..	6	0,000	34	337,761	10	308,696	116	124,300
Florida.....	16,887	2,812	108	..	..	..	..	..	..	..	..
Wisconsin.....	64,317	12,909	48	5	3,432	3	8,300	3	14,200	11	14,400
Iowa.....	9,740	4,436	282	1	..	1	4,810	..	..	3	1,500
District of Columbia.....	310,060	189,150	..	18	10,000	1	6,000	1	165,000	25	67,000
Total.....	10,820,497	17,904,507	2,936,951	5641	2,757,273	10,306	41,402,627	406	23,267,730	12,223	10,147,268

STATES AND TERRITORIES.	GLASS, EARTHENWARE, &c.						SUGAR REFINERIES, CHOCOLATE, &c.					
	Glass-houses.	Cutting shops.	Men employed.	Value of articles, including mirrors.	Capital invested.	Potteries.	Value of articles.	Men employed.	Capital invested.	Refineries.	Value produced.	Value of Chocolate.
	No.	No.	No.	dollars.	dollars.	No.	dollars.	No.	dollars.	No.	dollars.	dollars.
Maine.....	..	..	..	..	..	21	20,850	31	11,353	..	..	16,990
New Hampshire.....	3	..	85	47,000	44,000	14	19,100	29	6,840	..	..	11,280
Massachusetts.....	4	1	372	471,000	277,000	20	44,450	71	27,975	2	1,025,000	37,500
Rhode Island.....	..	..	..	..	..	..	..	..	..	..	..	14,508
Connecticut.....	2	..	64	32,000	32,000	14	40,850	44	31,880	..	..	31,800
Vermont.....	..	..	70	55,000	35,000	8	23,000	30	10,450	..	..	..
New York.....	13	11	498	411,371	204,700	47	159,292	197	86,450	7	385,000	8,000
New Jersey.....	23	4	1075	904,700	589,800	23	256,807	132	135,850	..	..	1,000
Pennsylvania.....	29	15	835	772,400	714,100	182	157,902	322	75,902	20	801,200	14,000
Delaware.....	..	..	..	..	..	2	4,300	9	1,100	..	..	6,500
Maryland.....	1	..	37	40,000	30,000	23	60,240	90	26,120	6	176,000	11,400
Virginia.....	4	2	164	146,500	132,000	33	31,380	64	10,225	1	..	43,850
North Carolina.....	..	..	..	..	..	16	6,260	1	1,331	..	..	3,900
South Carolina.....	..	..	..	..	..	8	19,300	49	12,950	..	..	29,333
Georgia.....	..	..	..	..	..	6	2,030	12	790	1	500	3,100
Alabama.....	..	..	..	..	..	7	8,300	13	11,230	..	..	13,800
Mississippi.....	..	..	..	..	..	1	1,200	2	200	..	..	10,500
Louisiana.....	..	..	..	..	..	1	1,000	18	3,000	5	770,000	7,000
Tennessee.....	..	..	..	..	..	29	51,800	50	7,300	..	..	20,000
Kentucky.....	..	1	2	3,000	500	10	24,000	51	9,970	..	..	30,050
Ohio.....	..	..	..	..	..	99	89,784	199	43,450	1	3,000	60,450
Indiana.....	..	..	..	..	..	45	35,935	79	13,082	..	..	4,000
Illinois.....	..	..	..	..	..	23	26,740	56	10,225	..	..	2,240
Missouri.....	..	..	..	..	..	12	12,175	33	7,250	..	..	1,000
Arkansas.....	..	..	..	..	..	..	..	..	..	..	..	..
Michigan.....	1	..	34	7,322	25,000	3	1,100	4	625	..	..	3,000
Florida.....	..	..	..	..	..	..	..	..	..	..	..	..
Wisconsin.....	..	..	..	..	..	4	1,080	7	350	..	..	7,500
Iowa.....	..	..	..	..	..	3	6,200	9	4,450	..	..	..
D. of Columbia.....	..	..	..	..	..	..	..	..	..	..	..	..
Total.....	81	34	3336	2,880,393	2,684,108	639	1,104,835	1612	551,431	43	2,250,700	70,000

STATES AND TERRITORIES.	POWDER MILLS.				DRUGS AND MEDICINES, PAINTS AND DYES.				CORDAGE.			
	Powder mills.	Powder.	Men employed.	Capital invested.	Value of Medicinal Drugs, Paints, Dyes, &c.	Value of Turpentine and Varnish.	Men employed.	Capital invested.	Rope walks.	Value produced.	Men employed.	Capital invested.
	No.	lbs.	No.	dollars.	dollars.	dollars.	No.	dollars.	No.	dollars.	No.	dollars.
Maine.....	1	180,000	3	7,500	9,200	700	12	3,280	4	32,000	34	25,000
N. Hampshire.	7	185,000	11	58,000	10,039	2,289	9	3,589	1	15,000	10	5,000
Massachusetts.	14	2,315,215	60	255,000	405,725	25,820	85	224,700	51	552,200	672	555,100
Rhode Island..	..	..	..	..	40,000	5,000	17	30,000	9	45,700	45	28,300
Connecticut...	8	662,500	36	77,000	55,400	19,000	22	67,300	16	150,775	107	65,700
Vermont.....	..	..	..	..	38,475	..	32	25,950	2	4,000	9	3,800
New York.....	8	1,185,000	41	81,500	877,816	481,467	677	1,267,835	46	792,910	507	242,150
New Jersey...	..	..	..	..	127,400	43,000	70	140,400	8	93,075	60	37,800
Pennsylvania..	30	1,184,225	58	66,800	2,100,074	7,865	519	2,179,625	39	274,120	272	130,070
Delaware.....	27	2,100,000	145	230,000	350	100	5	9,600	1	2,500	7	1,000
Maryland.....	5	669,125	47	46,000	80,100	100	52	85,100	13	141,030	196	70,550
Virginia.....	10	2,850	11	805	66,633	25	36	61,727	9	37,320	60	32,733
North Carolina	1	200	..	30	8,635	116,750	73	182,275	..	..	..	..
South Carolina	..	..	..	..	4,100	..	6	2,100	..	..	..	..
Georgia.....	..	..	..	..	38,525	..	28	35,885	..	..	..	..
Alabama.....	..	..	..	..	16,600	..	4	10,000	..	..	..	..
Mississippi...	..	..	..	..	3,125	..	4	500	..	..	..	..
Louisiana.....	..	..	..	..	42,000	..	10	5,000	..	..	..	..
Tennessee.....	10	10,333	11	1,400	3,537	1,485	15	5,300	28	132,630	258	84,230
Kentucky.....	11	282,600	58	42,000	20,594	2,000	25	16,630	111	1,292,276	1888	1,023,130
Ohio.....	2	222,500	13	18,900	101,680	300	70	125,325	21	89,750	66	37,075
Indiana.....	1	..	1	..	47,720	26	20	17,984	5	5,850	11	2,370
Illinois.....	..	..	..	..	19,001	5,000	20	13,350	..	..	..	..
Missouri.....	1	7,500	2	1,050	13,500	..	8	7,000	21	98,400	119	71,589
Arkansas.....	1	400	..	700	400	..	..	..	..	..	..	..
Michigan.....	..	..	..	..	1,580	..	3	650	..	..	..	..
Florida.....	..	..	..	..	200	..	1	500	..	..	..	..
Wisconsin.....	..	..	..	..	250	..	..	..	..	..	..	..
Iowa.....	..	..	..	..	2,340	..	7	..	..	..	..	..
D. of Columbia.	..	..	..	..	10,500	..	12	9,700	3	14,000	31	24,025
Total....	137	8,977,348	496	875,875	4,151,809	860,827	1848	4,507,675	388	4,078,306	4464	2,465,557

STATES AND TERRITORIES.	PAPER.					PRINTING AND BINDING.								
	Factories.	Value produced.	Value of all other fabrics of paper, card, &c.	Men employed.	Capital invested.	Printing offices.	Binderies.	Daily Papers.	Weekly Papers.	Semi and Tri-weekly papers.	Periodicals.	Men employed.	Capital invested.	
	No.	dollars.	dollars.	No.	dollars.	No.	No.	No.	No.	No.	No.	No.	dollars.	
Maine	6	84,000	..	89	20,600	34	14	3	30	3	5	196	68,200	
N. Hampshire	13	150,600	1,500	111	104,300	36	22	..	27	..	6	256	110,850	
Massachusetts	52	1,659,930	56,700	967	1,082,800	104	72	10	67	14	14	922	416,200	
Rhode Island..	3	25,000	8,500	15	45,000	16	8	2	10	4	2	122	35,700	
Connecticut...	36	556,500	64,000	454	653,800	36	17	2	27	4	11	368	217,075	
Vermont.....	17	179,720	35,000	195	216,500	29	14	2	26	2	3	156	194,300	
New York.....	77	673,131	80,637	749	703,550	321	107	34	108	13	57	3,231	1,876,540	
New Jersey...	41	562,200	7,000	400	480,100	40	20	4	31	1	4	198	104,900	
Pennsylvania..	87	702,335	93,500	794	581,800	224	46	12	165	10	42	1,709	681,710	
Delaware.....	1	20,800	1,500	15	16,200	6	3	..	3	3	2	33	11,450	
Maryland.....	17	105,100	3,000	171	95,400	48	15	7	28	7	7	376	159,100	
Virginia.....	12	216,245	1,260	181	287,750	50	13	4	35	12	5	210	168,850	
N. Carolina...	3	8,785	..	6	5,000	26	4	..	26	1	2	103	55,400	
S. Carolina...	1	30,000	..	30	30,000	16	7	3	12	2	4	164	121,300	
Georgia.....	..	..	..	..	..	34	5	5	24	5	6	137	124,400
Alabama.....	..	..	..	..	..	22	1	3	24	1	..	105	98,100
Mississippi...	..	..	..	..	..	28	1	2	28	1	..	94	83,510
Louisiana.....	..	..	..	..	..	35	5	11	21	2	3	892	193,700
Tennessee.....	5	46,000	14,000	87	93,000	41	5	2	38	6	10	191	112,500	
Kentucky.....	7	41,000	..	47	47,500	34	3	5	26	7	8	256	86,325	
Ohio.....	14	270,202	80,000	305	208,200	159	41	9	107	7	20	1,175	446,730	
Indiana.....	3	80,157	54,000	100	68,789	69	6	3	69	4	3	211	58,500	
Illinois.....	1	2,000	..	..	..	45	5	3	38	2	9	175	71,300
Missouri.....	..	..	..	..	..	40	..	6	24	5	..	143	79,300
Arkansas.....	..	..	..	..	..	9	1	..	6	3	..	37	12,100
Michigan.....	1	7,000	..	6	20,000	28	2	6	26	..	1	119	62,500	
Florida.....	..	..	..	..	..	10	1	..	10	..	..	39	35,200
Wisconsin.....	..	..	..	..	..	6	..	..	6	..	..	24	10,300
Iowa.....	..	..	..	..	..	4	..	..	4	..	..	15	5,700
D. of Columbia	1	1,500	..	4	5,000	12	10	3	5	6	3	276	150,700	
Total....	496	5,641,495	511,597	4726	4,745,239	1562	447	138	1141	227	217	11,533	5,873,615	

STATES AND TERRITORIES.	CARRIAGES AND WAGGONS.			MILLS, AND THE ARTICLES PRODUCED.									
	Value produced.	Men employed.	Capital invested.	Flour-ing Mills.	Flour produced.	Grist Mills.	Saw Mills.	Oil Mills.	Articles Value.	Men employed.	Capital invested.		
Maine.....	dollars. 174,310	No. 770	dollars. 75,012	No. 20	barrels. 5,069	No. 556	No. 1,320	No. 20	dollars. 3,181,592	No. 3,338	dollars. 2,900,565		
New Hampshire.....	232,240	450	141,702	3	800	449	959	9	758,260	1,396	1,140,193		
Massachusetts.....	803,999	1,402	334,600	12	7,436	678	1,232	7	1,771,185	1,808	1,440,162		
Rhode Island.....	78,811	101	36,661	..	..	144	123	..	32,683	166	132,310		
Connecticut.....	929,301	1,289	513,411	7	15,500	284	673	57	543,509	695	727,440		
Vermont.....	162,097	437	101,070	7	4,496	312	1,061	20	1,082,194	1,374	900,739		
New York.....	2,864,461	4,710	1,485,022	238	1,861,385	1,750	6,356	63	16,953,280	10,807	14,648,814		
New Jersey.....	1,397,149	1,834	644,066	64	168,797	509	597	21	3,446,895	1,388	2,641,200		
Pennsylvania.....	1,207,252	2,783	560,681	736	1,193,405	2,554	5,389	166	9,424,843	7,990	7,869,034		
Delaware.....	49,417	143	25,150	21	76,194	104	123	..	737,971	288	254,150		
Maryland.....	357,623	690	154,955	189	466,798	478	438	9	2,267,280	898	1,060,671		
Virginia.....	647,815	1,992	311,625	764	1,011,226	2,714	1,987	61	7,853,499	3,064	5,184,689		
North Carolina.....	301,601	698	173,318	323	87,641	2,033	1,056	46	1,531,096	1,380	1,070,228		
South Carolina.....	189,279	420	132,690	164	58,458	1,016	749	19	1,201,678	1,122	1,008,804		
Georgia.....	249,065	461	93,260	114	55,139	1,051	677	6	1,358,715	1,581	1,491,973		
Alabama.....	88,891	225	39,074	81	23,664	797	324	16	1,323,423	1,286	1,412,107		
Mississippi.....	49,683	125	34,245	16	1,809	805	400	28	486,864	923	1,319,845		
Louisiana.....	23,350	51	15,780	3	..	276	139	80	706,785	972	1,870,795		
Tennessee.....	219,997	518	80,878	255	67,881	1,565	977	26	1,028,664	2,100	1,310,195		
Kentucky.....	168,724	533	79,278	258	273,088	1,515	718	23	2,437,927	2,067	1,636,689		
Ohio.....	701,228	1,490	290,540	536	1,311,954	1,225	2,883	112	8,868,213	4,601	4,931,024		
Indiana.....	163,135	481	78,116	204	224,624	846	1,248	54	2,229,134	2,294	2,077,018		
Illinois.....	144,362	307	59,263	98	172,697	640	785	18	2,417,896	2,204	2,147,618		
Missouri.....	97,112	201	45,074	64	49,303	636	393	9	960,058	1,326	1,265,019		
Arkansas.....	2,675	15	1,555	10	1,430	292	NA	1	330,847	400	208,257		
Michigan.....	20,073	59	13,150	93	202,800	97	491	1	1,832,363	1,144	2,460,200		
Florida.....	11,000	15	5,900	..	..	62	65	2	180,650	410	488,930		
Wisconsin.....	2,600	8	325	4	900	29	124	..	350,993	650	561,630		
Iowa.....	1,200	3	1,400	6	4,340	37	75	..	95,425	154	106,650		
District of Columbia.....	50,335	97	38,550	4	25,500	4	1	..	183,370	30	98,500		
Total.....	10,997,887	21,094	5,551,632	4384	7,404,568	23,661	31,650	843	76,545,246	60,788	65,838,470		

STATES AND TERRITORIES.	SHIPS, &c.	HOUSEHOLD FURNITURE.			HOUSES.				MUSICAL INSTRUMENTS.			ALL OTHER MANUFACTURES.		
	Value of Ships and vessels built.	Value of Furniture.	Men employed.	Capital invested.	Brick & Stone Houses built.	Wooden Houses built.	Men employed.	Cost of Construction.	Value of Musical Instruments produced.	Men employed.	Capital invested.	Value of all other Manufactures not enumerated.	Capital invested.	Total Capital invested in Manufactures.
Maine.....	dollars. 1,814,992	dollars. 204,475	No. 1,435	dollars. 668,558	No. 31	No. 1,673	No. 2,482	dollars. 733,007	dollars. 3,010	No. 4	dollars. 2,001	dollars. 1,042,927	dollars. 450,749	dollars. 7,105,620
N. Hampshire.....	78,000	105,627	233	69,984	90	424	935	470,715	20,750	47	14,059	825,472	900,365	9,353,448
Massachusetts.....	1,319,504	1,090,008	2,424	902,494	394	1,249	2,947	2,707,134	340,085	246	243,760	5,560,324	3,287,980	41,774,440
Rhode Island.....	41,500	121,131	193	63,300	6	302	687	310,010	7,300	9	5,073	1,654,193	820,450	10,680,136
Connecticut.....	428,900	253,875	780	342,770	95	817	1,599	1,999,295	6,125	8	7,650	2,266,804	1,254,576	13,869,130
Vermont.....	72,000	83,375	100	49,350	72	468	918	344,896	2,290	6	1,750	485,796	305,427	4,236,440
New York.....	797,317	1,071,776	3,660	1,610,810	1233	5,198	16,788	7,263,644	472,910	438	408,775	9,615,206	6,078,507	55,252,779
New Jersey.....	344,340	176,560	517	130,525	205	881	2,088	1,092,052	..	..	..	1,990,268	1,385,208	11,517,582
Pennsylvania.....	668,015	1,153,692	2,373	716,707	1995	2,429	9,074	5,354,480	33,728	100	35,656	3,204,403	2,983,208	31,815,105
Delaware.....	38,400	16,300	130	34,800	47	104	209	145,850	..	..	..	293,677	145,500	1,589,215
Maryland.....	379,771	265,300	834	339,336	389	592	2,026	1,078,770	16,400	15	4,000	774,071	517,818	6,450,284
Virginia.....	136,807	289,391	675	143,390	402	2,604	4,694	1,267,393	1,003	2	1,000	653,417	322,429	11,260,861
North Carolina.....	62,800	35,002	223	57,080	38	1,822	1,707	410,264	938	3	203	127,516	63,550	3,838,000
South Carolina.....	60,000	28,155	241	133,600	111	1,594	2,398	1,527,576	..	..	..	82,885	46,425	3,316,070
Georgia.....	..	49,780	95	29,090	28	2,891	2,274	698,110	..	2	..	141,807	71,881	2,899,566
Alabama.....	..	41,671	53	18,430	67	472	882	739,871	21	..	..	424,943	130,411	2,120,064
Mississippi.....	13,925	34,450	41	28,610	144	2,347	3,487	1,176,513	..	..	..	144,347	79,737	1,707,727
Louisiana.....	80,500	3,800	129	370,550	248	619	1,484	2,736,944	..	..	..	5,000	147,000	6,439,699
Tennessee.....	229	79,980	203	30,556	193	1,098	1,467	427,402	..	..	..	490,671	189,846	3,781,589
Kentucky.....	..	273,330	423	139,253	485	1,757	2,983	1,039,172	4,800	6	5,000	697,629	551,723	9,545,239
Ohio.....	528,858	761,146	1,258	534,317	970	2,764	6,060	3,776,823	3,484	11	5,000	1,540,562	5,329,749	16,908,357
Indiana.....	107,223	311,481	564	91,023	346	4,270	5,519	1,241,312	..	..	..	694,771	803,278	4,128,043
Illinois.....	30,300	84,416	244	63,223	394	4,123	5,737	3,065,265	..	..	..	427,480	206,910	5,126,513
Missouri.....	..	..	..	..	413	2,202	1,860	1,441,773	600	2	50	320,683	328,928	2,704,405
Arkansas.....	500	20,328	45	7,810	21	1,083	1,351	1,141,174	..	..	..	27,386	32,965	494,447
Michigan.....	10,500	22,494	65	28,050	30	1,280	1,278	371,005	..	..	..	129,570	97,831	3,112,340
Wisconsin.....	14,100	..	36	18,400	9	306	689	317,913	..	..	..	37,390	5,000	695,490
Florida.....	7,159	6,945	29	5,740	7	890	644	315,015	..	..	..	81,612	26,192	623,996
Iowa.....	..	4,000	19	1,350	14	483	324	135,987	..	..	..	34,445	8,430	199,645
D. of Columbia.....	20,357	125,672	190	85,000	60	33	142	168,910	..	..	..	169,000	84,000	1,068,775
Total.....	7,016,094	7,355,405	18,003	6,989,971	6429	45,684	85,501	41,917,401	923,924	908	734,370	34,785,553	25,019,726	207,726,379

RECAPITULATION OF THE FOREGOING RETURNS OF MANUFACTURES.

Machinery—Value of machines manufactured.....	1,098,581
— Number of men employed.....	13,001
Hardware, cutlery, &c.—Value manufactured.....	6,481,967
— Number of men employed.....	5,492
Cannon and small arms—Number of cannon made.....	274
— Ditto of small arms.....	88,073
— Ditto of men employed.....	1,744
Precious metals—Value manufactured.....	4,734,960
— Number of men employed.....	1,556
Various metals—Value manufactured.....	9,779,442
— Number of men employed.....	6,077
Granite, marble, &c.—Value manufactured.....	2,442,980
— Number of men employed.....	3,794
Bricks and lime—Value manufactured.....	9,736,945
— Number of men employed.....	22,807
Capital invested in the preceding manufactures.....	20,620,869
Wool—Number of fulling mills.....	2,585
— Ditto of woollen manufactories.....	1,420
— Value of manufactured goods.....	20,606,959
— Number of persons employed.....	21,342
Capital invested.....	15,765,124
Cotton—Number of cotton manufactories.....	1,240
— Ditto of spindles.....	2,284,631
— Ditto of dyeing and printing establishments.....	129
— Value of manufactured articles.....	46,350,453
— Number of persons employed.....	72,119
— Capital invested.....	51,102,359
Silk—Number of pounds reeled, thrown, or other silk made.....	15,745,454
— Value of the same.....	119,814
— Number of males employed.....	246
— Ditto of females and children.....	521
— Capital invested.....	274,374
Flax—Value of manufactures of flax.....	322,205
— Number of persons employed.....	1,629
— Capital invested.....	208,087
Mixed manufactures—Value of produce.....	6,545,503
— Number of persons employed.....	15,905
— Capital invested.....	4,368,991
Tobacco—Value of manufactured articles.....	5,819,368
— Number of persons employed.....	8,384
— Capital invested.....	3,437,191
Hats, caps, bonnets, &c.—Value of hats and caps manufactured.....	8,704,342
— Ditto of straw bonnets manufactured.....	1,470,505
— Number of persons employed.....	20,176
— Capital invested.....	4,485,300
Leather, tanneries, saddlery, &c.—Number of tanneries.....	8,229
— Sides of sole leather tanned.....	3,463,611
— Ditto of upper ditto, ditto.....	3,781,808
— Number of men employed.....	26,018
— Capital invested.....	15,650,929
— All other manufactures of leather, saddlery, &c.....	17,136
— Value of manufactured articles.....	33,134,403
— Capital invested.....	12,881,262
Soap and candles—Number of pounds of soap.....	49,820,497
— Ditto ditto of tallow candles.....	17,904,507
— Ditto ditto of spermaceti and wax ditto.....	2,936,951
— Ditto of men employed.....	5,641
— Capital invested.....	2,757,273
Distilled and fermented liquors—Number of distilleries.....	10,306
— Ditto of gallons produced.....	41,402,627
— Ditto of breweries.....	406
— Ditto of gallons produced.....	23,267,730
— Ditto of men employed.....	12,223
— Capital invested.....	9,147,368
Powder mills—Number of powder mills.....	317
— Number of pounds of gunpowder.....	8,077,318
— Ditto of men employed.....	496
— Capital invested.....	879,875
Drugs, medicines, paints, and dyes—Value of medicinal drugs, paints, &c.....	4,151,899
— Ditto of turpentine and varnish produced.....	660,827
— Number of men employed.....	1,848
— Capital invested.....	4,507,075
Glass, earthenware, &c.—Number of glass houses.....	81
— Number of cutting establishments.....	34

Glass, earthenware, &c.—Number of men employed.....	3,236
— Value of manufactured articles, including looking-glasses.....	2,690,293
— Capital invested.....	2,084,100
— Number of potteries.....	639
— Value of manufactured articles.....	1,104,825
— Number of men employed.....	1,612
— Capital invested.....	551,431
Sugar refineries, chocolate, &c.—Number of sugar refineries.....	43
— Value of produce.....	3,250,700
— Ditto of chocolate manufactured.....	79,900
— Ditto of confectionery made.....	1,143,965
— Number of men employed.....	1,356
— Capital invested.....	1,700,571
Paper—Number of paper manufactories.....	426
— Value of produce.....	5,641,405
— Ditto of all other manufactures of paper, playing cards, &c.....	511,597
— Number of men employed.....	4,726
— Capital invested.....	4,745,289
Printing and binding—Number of printing offices.....	1,552
— Ditto of binderies.....	447
— Ditto of daily newspapers.....	138
— Ditto of weekly newspapers.....	1,141
— Ditto of semi and tri-weekly newspapers.....	125
— Ditto of periodicals.....	227
— Men employed.....	11,623
— Capital invested.....	5,873,845
Cordage—Number of rope walks.....	388
— Value of produce.....	4,073,306
— Number of men employed.....	4,404
— Capital invested.....	2,465,877
Musical instruments—Value produced.....	923,924
— Number of men employed.....	908
— Capital invested.....	734,370
Carriages and waggons—Value produced.....	10,897,887
— Number of men employed.....	21,994
— Capital invested.....	5,351,632
Mills—Number of flouring mills.....	4,304
— Ditto of barrels of flour manufactured.....	7,404,562
— Ditto of grist mills.....	23,661
— Ditto of saw mills.....	31,050
— Ditto of oil mills.....	843
— Value of manufactures.....	70,545,246
— Number of men employed.....	60,798
— Capital invested.....	68,858,470
Ships—Value of ships and vessels built.....	7,016,094
Furniture—Value of furniture made.....	7,556,405
— Number of men employed.....	18,003
— Capital invested.....	6,989,071
Houses—No. of brick and stone houses built.....	8,429
— Ditto of wooden houses built.....	45,684
— Men employed.....	86,501
— Value of constructing or building.....	41,917,401
All other manufactures not enumerated—Value.....	34,785,353
— Capital invested.....	25,019,726
Total capital invested in manufactures.....	267,726,579
In iron business.....	20,432,181
In lead ditto.....	1,346,756
In gold ditto.....	234,325
In other metals.....	228,980
Coal business—Anthracite.....	4,355,002
— Bituminous.....	1,868,562
Salt.....	6,224,454
Granite, marble, and stone.....	6,996,045
Nurseries.....	2,540,150
Commercial and commission houses.....	2,945,774
Retail drygood and grocery, &c.....	119,295,307
Lumber yards and traders.....	280,301,799
Butchers, packers, &c.....	9,946,307
Fisheries.....	11,726,950
Various manufactures.....	16,429,030
Woollen ditto.....	20,620,869
Cotton ditto.....	15,765,124
Silk ditto.....	51,102,359
Flax ditto.....	274,374
Mixed ditto.....	208,087
Tobacco ditto.....	4,368,991
Hats, caps, and bonnets.....	2,437,191
Leather tanneries.....	4,485,300
	15,650,929

(continued)

Leather—manufactured and saddles ... dls.	17,881,262	Cordage dls.	2,465,577
Soap and candles do.	2,757,273	Making musical instruments..... do.	734,370
Distilleries and breweries..... do.	9,147,308	— carriages and waggons..... do.	5,551,832
Powder mills do.	875,875	Mills..... do.	65,858,470
Drugs, medicines, paints, and dyes..... do.	4,507,675	Making furniture..... do.	6,989,971
Glass do.	2,084,100	All other manufactures..... do.	25,019,736
Earthenware, &c..... do.	531,431	Total capital invested in	
Sugar refineries, and chocolate..... do.	1,769,671	manufactures..... dls.	267,730,679
Paper making..... do.	4,745,239		
Printing and binding..... do.	5,873,815	Total capital invested..... do.	716,089,236

The capital employed in agriculture is not given; nor is it in some other branches. The table must, therefore, be considered as incomplete, and as only an approximation to the true amount of active capital employed.

VALUE of Cottons, Woollens, Silks, Linens, and Manufactures of Flax, Hemp, Iron, and Steel, Imported into the United States annually, from 1821 to 1844.

Y E A R S.	Cottons.	Woollens. *	Silks.	Linens and manufactures of Flax.	Manufactures of Hemp.	Manufactures of Iron and Steel.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	7,589,711	7,437,737	4,486,924	2,564,159	1,120,450	1,868,529
1822.....	10,246,907	12,185,504	6,810,928	4,132,747	1,857,328	3,155,575
1823.....	8,554,877	8,208,038	6,718,444	3,803,007	1,497,000	2,967,121
1824.....	8,895,757	8,385,597	7,204,388	3,873,616	1,780,199	2,831,792
1825.....	12,509,516	11,399,261	10,299,743	3,887,787	2,134,384	3,706,416
1826.....	8,348,034	8,431,574	6,327,000	2,987,026	2,062,728	3,180,485
1827.....	9,316,153	8,742,791	6,712,015	2,055,786	1,883,106	3,973,587
1828.....	10,996,279	8,675,505	7,686,640	3,235,539	2,087,318	4,180,915
1829.....	8,362,017	6,881,480	7,192,698	2,432,431	1,408,485	2,430,008
1830.....	7,862,336	5,766,396	5,932,243	3,911,280	1,333,478	3,635,848
1831.....	16,090,224	12,027,229	11,117,046	3,700,111	1,477,149	4,827,633
1832.....	10,300,653	9,092,424	9,248,907	4,073,164	1,640,618	5,206,245
1833.....	7,600,440	13,202,500	9,498,366	3,132,657	2,036,035	4,135,437
1834.....	10,145,181	11,870,328	10,998,964	5,485,389	1,679,995	4,746,021
1835.....	15,367,585	17,834,424	16,677,547	6,172,021	1,655,847	5,351,616
1836.....	17,876,087	21,080,003	22,980,212	9,307,493	3,365,897	7,880,169
1837.....	11,150,841	8,500,292	14,352,823	5,544,761	1,951,626	6,326,693
1838.....	6,599,330	11,512,920	9,812,338	3,972,098	1,591,757	3,613,286
1839.....	14,908,181	18,375,045	21,678,086	7,703,065	2,096,716	5,067,510
1840.....	6,504,464	9,071,184	9,761,223	4,614,466	1,588,155	3,184,900
1841.....	11,757,036	11,088,939	15,511,009	6,946,807	2,566,381	4,255,960
1842.....	9,578,515	8,775,725	9,448,372	3,650,184	1,273,534	3,572,081
1843*.....	2,958,166	2,252,895	1,130,268	1,484,921	184,044	734,737
1844.....						

VALUE of Earthen, Stone, and China ware, Specie and Bullion, Wines, Spirits, Molasses, and Teas, Imported into the United States annually, from 1821 to 1844.

Y E A R S.	Earthen, stone, and China-ware.	Specie and Bullion.	Wines.	Spirits.	Molasses.	Teas.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	763,883	8,064,890	1,873,464	1,804,798	1,719,227	1,822,636
1822.....	1,164,009	3,360,846	1,864,627	2,450,261	2,398,355	1,860,777
1823.....	1,143,415	5,097,896	1,291,542	1,791,419	2,034,222	2,861,245
1824.....	888,869	6,473,095	1,050,898	2,142,620	2,412,643	2,786,282
1825.....	1,060,890	6,150,765	1,826,283	3,135,210	2,847,715	3,728,935
1826.....	1,337,589	6,880,908	1,781,188	1,587,712	2,838,728	2,753,281
1827.....	1,181,047	8,151,130	1,021,035	1,651,436	2,818,982	1,714,882
1828.....	1,554,010	7,489,741	1,507,533	2,331,656	2,786,471	2,451,197
1829.....	1,337,744	7,403,612	1,569,662	1,447,014	1,484,104	2,060,457
1830.....	1,629,004	8,158,964	1,535,102	658,090	995,776	2,428,018
1831.....	1,624,004	7,305,045	1,673,058	1,037,737	2,432,488	1,411,037
1832.....	2,024,020	5,997,504	2,387,479	1,305,018	2,524,281	2,788,383
1833.....	1,818,187	7,070,368	2,698,497	1,537,226	2,867,086	3,484,603
1834.....	1,691,413	17,911,032	2,944,388	1,319,245	2,989,020	6,317,949
1835.....	1,697,682	13,181,447	3,750,608	1,632,681	3,074,172	4,522,806
1836.....	2,709,187	13,400,881	4,332,034	1,917,381	4,077,312	5,342,811
1837.....	1,823,400	10,516,414	4,105,741	1,470,802	3,444,701	5,903,034
1838.....	1,385,636	17,747,116	2,318,282	1,476,918	3,865,285	3,497,156
1839.....	2,483,258	5,505,176	3,441,697	2,222,426	4,364,234	2,428,419
1840.....	2,010,231	8,882,813	2,209,176	1,592,564	2,910,791	5,427,013
1841.....	1,526,450	4,988,633	2,001,411	1,743,237	2,628,519	4,466,245
1842.....	1,557,961	4,087,016	1,271,010	886,866	1,942,575	4,527,108
1843*.....	627,323	22,320,335	301,925	273,616	1,134,820	3,849,228
1844.....						

* For the nine months ending the 30th of June, 1843, Congress having changed the day ending the fiscal and commercial year from the 30th of September to the year ending the 30th of June, 1843, and so on for all following years.

VALUE of the various Manufactures of the United States, Exported in each Year, from 1827 to 1840, inclusive.

NAME OF ARTICLES.	1827	1828	1829	1830	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840
Soap and tallow candles.....	29,751	29,691	29,691	29,691	29,691	29,691	29,691	29,691	29,691	29,691	29,691	29,691	29,691	29,691
Leather, boots and shoes.....	38,523	40,129	34,533	34,533	34,533	34,533	34,533	34,533	34,533	34,533	34,533	34,533	34,533	34,533
Household furniture.....	37,451	611,184	501,946	290,633	276,721	214,215	229,215	177,399	177,399	177,399	177,399	177,399	177,399	177,399
Cocoas and other carriages.....	57,717	46,758	35,765	36,631	39,440	39,572	33,051	181,736	62,823	54,999	54,999	54,999	54,999	54,999
Saddlery.....	294,694	270,780	309,362	353,013	353,013	310,912	343,321	171,131	171,131	244,014	188,066	102,632	123,105	103,324
Hats.....	123,354	134,866	135,665	114,017	114,017	62,444	178,748	86,983	93,919	91,678	91,678	67,181	68,901	58,685
Wax.....	144,932	203,780	215,040	235,937	141,974	187,553	144,069	110,601	134,922	117,032	145,292	165,216	128,330	115,664
Spirits from grain, beer, ale and porter.....	238,094	216,477	202,356	246,747	294,775	295,771	288,973	328,409	357,611	435,464	427,836	677,499	616,132	813,671
Sauces and tobacco.....	3,761	4,194	8,417	4,831	7,068	4,463	5,685	805	2,741	2,218	17,015	21,747	6,063	30,687
Lined oil and spirits of turpentine.....	22,119	30,442	35,039	33,304	54,092	33,304	30,293	42,912	47,728	51,910	59,726	94,295	76,737	63,346
Cordage.....	20,070	20,080	7,984	4,135	6,109	13,663	23,140	22,062	11,656	8,502	15,327	21,547	25,890	43,410
Iron, subdivided into pig, bar, and nails.....	231,234	223,705	209,473	233,641	233,641	212,830	233,612	58,744	70,922	75,533	131,040	102,523	134,588	147,397
all manufactures of.....	97,003	168,740	40,798	34,569	38,221	28,453	73,987	11,965	134,637	141,973	250,768	573,453	61,100	115,664
Sugar, refined.....	3,402	3,207	1,799	1,965	2,255	2,146	1,423	1,982	158,544	165,648	215,728	249,671	183,446	282,707
Chocolate.....	1,340	1,799	1,965	2,255	2,146	1,423	1,982	1,982	62,295	65,648	81,724	91,724	81,724	81,724
Gunpowder.....	176,259	179,924	183,625	104,033	104,033	104,033	104,033	104,033	104,033	104,033	104,033	104,033	104,033	104,033
Copper and brass.....	52,311	60,432	60,432	55,755	105,774	105,774	105,774	105,774	297,561	154,938	181,746	162,224	117,317	117,317
Medicinal drugs.....	113,390	101,524	94,184	104,700	130,293	130,293	130,293	130,293	69,791	72,994	91,724	61,363	81,324	86,954
Cotton piece goods:.....	45,120	78,019	135,094	61,800	98,931	104,570	431,721	188,610	397,412	256,625	549,591	259,044	419,601	398,977
— printed and coloured.....	931,601	987,638	981,270	964,166	945,593	1,024,601	1,892,116	1,798,116	2,303,202	1,936,591	2,043,115	3,250,160	2,925,381	2,925,381
— made up.....	11,172	11,172	11,172	11,172	11,172	11,172	11,172	11,172	11,172	11,172	11,172	11,172	11,172	11,172
— twist, yarn, and thread.....	137,368	127,336	127,336	127,336	127,336	127,336	127,336	127,336	127,336	127,336	127,336	127,336	127,336	127,336
all other manufactures of.....	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084
Flax and hemp; cloth and thread.....	5,364	3,365	14,954	1,779	2,599	2,655	14,954	6,192	1,575	7,385	29,898	1,244	2,047	1,128
Wearing apparel.....	94,708	143,253	91,105	102,277	59,749	80,803	43,043	60,919	107,786	83,297	218,346	259,194	167,937	192,655
Combs and buttons.....	33,415	60,967	75,250	134,289	120,217	124,305	142,570	108,206	101,367	75,970	43,626	47,629	37,966	40,299
Brushes, billiard tables, fire engines and apparatus.....	13,038	10,916	9,425	6,432	13,810	13,810	12,948	4,269	10,175	7,346	7,609	9,723	6,796	21,051
Umbrellas and parasols.....	40,138	24,703	22,067	20,361	20,361	20,361	20,361	20,361	17,927	17,927	17,927	12,967	11,618	9,654
Leather and Morocco skins.....	119,545	81,221	80,173	79,968	79,968	79,968	79,968	79,968	11,847	11,847	11,847	28,071	12,952	19,557
Printing presses and type.....	14,444	10,199	12,968	13,274	12,968	12,968	12,968	12,968	16,758	12,654	24,965	34,681	32,231	17,105
Musical instruments.....	1,844	10,061	8,068	10,861	10,061	4,932	5,400	6,269	8,627	7,174	4,857	8,684	7,413	12,189
Books and maps.....	54,012	25,019	32,004	35,992	29,892	49,546	35,992	35,992	35,992	35,992	35,992	35,992	35,992	35,992
Paper and other stationery.....	37,716	32,096	26,629	40,994	55,121	64,847	46,848	59,337	69,706	44,597	50,579	50,513	38,584	29,632
Fabrics and varnish.....	25,664	26,229	21,133	13,716	22,022	24,611	22,552	19,846	69,387	17,341	17,341	22,410	41,590	34,631
Wearing apparel.....	8,189	5,684	5,953	6,690	7,778	4,677	3,347	3,995	4,540	3,684	4,013	5,241	3,745	6,491
Garden and stone ware.....	59,307	51,432	48,900	60,280	102,735	106,453	93,494	72,735	16,247	13,901	14,260	12,019	11,645	10,859
Manufactures of glass.....	2,967	2,967	2,967	2,967	2,967	2,967	2,967	2,967	2,967	2,967	2,967	2,967	2,967	2,967
— tin.....	5,545	5,545	5,545	5,545	5,545	5,545	5,545	5,545	5,545	5,545	5,545	5,545	5,545	5,545
— of marble and stone.....	3,568	3,192	2,647	4,635	3,568	3,568	3,568	3,568	3,568	3,568	3,568	3,568	3,568	3,568
— of gold and silver, and gold leaf.....	3,605	7,305	11,250	3,561	3,561	6,833	3,561	4,292	5,953	10,957	5,033	5,033	5,033	5,033
Gold and silver coin.....	1,043,574	693,037	612,860	937,151	2,058,574	1,410,941	356,812	400,500	789,601	345,738	1,263,519	472,941	1,095,356	2,235,973
Artificial flowers and jewelry.....	23,337	18,195	21,627	13,707	11,439	14,839	10,439	7,904	16,973	16,973	11,908	11,758	3,493	9,479
Moldasses.....	1,911	1,993	3,968	948	2,493	5,934	2,479	5,934	831	7,171	6,620	3,388	3,438	9,775
Trunks.....	12,483	6,004	11,248	6,654	5,314	7,698	4,284	4,284	5,654	6,481	2,984	2,355	1,965	6,607
Bricks and lime.....	3,365	3,717	2,482	4,412	3,602	3,660	4,284	4,284	4,133	6,859	20,685	21,322	10,206	16,949
Salt.....	27,648	26,848	4,412	2,482	3,602	3,660	4,284	4,284	4,133	6,859	20,685	21,322	10,206	16,949
All other articles.....	265,379	308,106	347,298	384,581	477,267	600,592	650,381	650,381	469,483	314,432	59,472	67,707	64,372	403,496
Total.....	6,680,225	6,321,391	6,025,206	6,253,131	7,147,364	6,461,773	6,923,922	6,653,393	8,023,674	6,453,266	8,425,559	8,875,638	10,223,440	12,108,535

* Not distinguished until 1834.

VALUE of Manufactures of the United States, Exported during the Years, ending the 30th of September, 1841 and 1842; and the Nine Months, ending the 30th of June, 1843.

NAME OF ARTICLES.	1841	1842	1843	NAME OF ARTICLES.	1841	1842	1843
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Soap, and tallow candles	494,577	485,128	407,105	Brought forward...	3,125,310	2,971,728	3,223,976
Leather, boots and shoes.....	103,583	108,925	115,255	Flax and Hemp—Bags, and			
Household furniture.....	310,108	280,997	107,982	all manufactures of.....	10,036	53,219	28,845
Coaches and other carriages..	60,496	48,509	48,036	Wearing apparel.....	77,907	34,714	23,227
Hats.....	100,725	65,882	39,843	Combs and buttons.....	47,518	1,925	4,467
Saddlery.....	22,456	25,986	17,053	Brushes.....	2,599	1,800	415
Wax.....	74,120	103,626	137,532	Billiard tables and apparatus	996	5,838	4,654
Beer, porter, and cider.....	59,133	50,708	21,395	Umbrellas and parasols.....	7,699	22,502	26,782
Spirits from grain.....	97,150	54,674	44,064	Leather and Morocco skins,			
Saufl and tobacco.....	873,877	525,490	278,319	not sold per lb.....	38,080	19,611	20,530
Lead.....	90,748	323,428	492,765	Printing presses and type....	561	1,304	
Likseed oil, and spirits of tur-				Fire engines and apparatus....	22,439	16,253	6,084
pentine.....	52,162	34,775	20,344	Musical instruments.....	16,119	44,846	23,643
Cordage.....	31,582	30,457	22,198	Books and maps.....	10,020	60,862	51,391
Iron—Pig, bar, and nails.....	138,537	129,454	120,923	Paper and stationery.....	83,184	28,994	28,994
Castings.....	99,504	68,507	41,189	Paints and varnish.....	40,578	7,618	7,655
All manufactures of.....	806,823	920,581	370,581	Vinegar.....	12,557	10,208	2,907
Spirits from molasses.....	371,294	247,745	117,537	Earthen and stoneware.....	6,737	36,748	25,348
Sugar, refined.....	1,318,974	291,499	47,315	Manufactures of glass.....	43,085	5,682	5,026
Chocolate.....	2,006	3,094	2,032	Tin.....	3,751	16,780	7,121
Gunpowder.....	146,034	161,292	47,988	Pewter and lead.....	20,546	18,921	8,515
Copper and brass.....	72,932	97,021	79,234	Marble and stone.....	33,546		
Medicinal drugs.....	136,469	139,313	108,438	Gold and silver, and gold			
				leaf.....	2,452	1,323	1,905
Total.....	5,591,147	4,458,071	2,786,048	Gold and silver coin.....	2,740,186	1,170,774	107,429
Cotton piece goods—Printed				Artificial flowers and jewelry	10,013	7,638	3,769
and coloured.....	450,503	385,040	358,445	Molasses.....	7,090	10,040	1,317
White.....	2,324,839	2,297,964	2,575,049	Trunks.....	1,916	3,916	2,072
Twist, yarn, and thread.....	43,503	87,325	57,312	Bricks and lime.....	14,064	5,728	3,983
All manufactures of.....	303,701	250,361	232,774	Domestic salt.....	62,763	39,064	10,262
Total cotton.....	3,122,546	2,970,690	3,223,550	Total.....	6,481,502	4,611,401	3,630,647
Flax and hemp—Cloth and				Manufactured articles not			
thread.....	2,764	1,038	326	enumerated.....	620,837	508,076	470,261
Carried forward....	3,125,310	2,971,728	3,223,676	Total value.....	12,109,506	9,581,448	6,886,936
				Total sterling.....£	2,572,269	2,036,057	1,489,573

One principal cause of the growth of American Manufactures, is the difficulty which the citizens of the United States of America experience in paying for those of the United Kingdom; arising from our non-admission of American corn, except at exorbitant duties, unless during periods of extreme scarcity in England. The Americans are now exulting over the fallacy of British legislation, in regard to corn and food, and they extol the increase of their own manufactures.

In the *New York Express*, April, 1845, we find the following remarks on the progress of manufactures in America:—

“The manufacturing interest of this country, at the present time, is extending itself faster than at any period since we have begun to manufacture for ourselves. From Maine to the extreme west and south-west, every spindle and loom is at work—many of the mills with orders for their works for months ahead. Water is no longer the sole motive power of factories, and, in the most favoured localities at the east, for manufactories this power has long been exhausted, and the never-failing power of steam has been resorted to. In Newburyport and Boston, factories of this class are now in course of erection, and even Lowell has now more factories building which are to be propelled by steam than by water. At no time have there been more new mills building, or the old ones more active than at present; four new mills, of the largest size, are to be erected this summer, and large additions made to the old ones—in all, not less than 25,000 looms. At the new ‘city of looms,’ on the Merrimack, at Haverhill, active preparations are making to commence their dam, which, when completed, will furnish a water-power that will not be exhausted in half a century of prosperous manufacturing. In New Hampshire and Maine, there is the same tendency to invest capital in manufacturing; cotton mills are the favoured stocks, but other articles are not forgotten or neglected. In Maine, charters have been granted for thirteen cotton and woollen mills, and two iron factories; the old companies have also added largely to their capital stocks; and at no time has Maine been so decidedly in favour of manufacturing as at present. At Buffalo, there has been a large mill started, with every prospect of success. At St. Louis, and numerous other points in the west, in Mississippi and Georgia, new mills are erecting. At Baltimore and Georgetown, several flour mills have been altered to cotton mills; and all through the country there is seen a general wish to make investments in this way.”

CHAPTER XIV.

INTERNAL NAVIGATION OF THE UNITED STATES.

THERE is no part of the world so extensively favoured by nature with the facilities and power of internal intercourse, as the vast empire comprised within the United States of America. The rivers which descend into the Atlantic,—even those of the New England States, although their navigable courses from the mountains to the sea be comparatively limited, are all important as channels for the transport of commodities. The state of Maine has, by its inlets and rivers, abundant water communication, and requires but little aid from artificial construction. Where most wanted, canals and railroads have been opened or projected (for which, and the rivers of the state, see Maine). New Hampshire has several rivers, the navigation of which, where interrupted, has, in several parts, been improved by artificial means. Vermont has Lake Champlain, and numerous navigable streams. Massachusetts, Rhode Island, and Connecticut, have extended the means of internal transport by canals and railroads, which communicate between the principal seaport towns and the navigable termination of inland rivers. Railroads open a rapid intercourse direct from the Atlantic, at Boston, to the Hudson, at Albany. The Hudson, that great artery of trade and intercourse within the state of New York, opens extensive and convenient channels of transport to and from the interior,—to and from Lakes Champlain, Ontario, and Erie, with which the Hudson is in communication, by canals and railways; and, by all these, an internal navigation is opened from the Atlantic and the St. Lawrence to the waters and regions of the FAR WEST. Railroads and canals traverse the Jerseys, to Delaware bay and river. The Susquehanna,—the Ohio,—that great inlet, Chesapeake bay,—the Potomac, and numerous other streams, and canals, and railroads, extend navigation and the means of intercourse over the greater part of Pennsylvania, Delaware, and Virginia. When the projected and unfinished canals and railways are completed, the means of internal transport will be extended to all important points of these states.

The rivers and inlets of the Carolinas, Georgia, and Florida, are nearly all on a scale of minor extent, or rather depth; but they are important in affording facilities, improved by the railways and canals which have been constructed, in bringing the produce of the interior to market. Alabama has several navigable, but not deep, rivers.

The magnificent regions of the west are traversed by the great navigable waters of the Mississippi, Missouri, Ohio, and the numerous rivers which flow into them from the east, north, and west. Lakes Huron, Michigan, and Superior complete this vast extent of internal navigation.

We have, in the first part of this work, given a detailed account of the great lakes; and, in our special account of each state (which see), we have described the bays, harbours, and rivers of each. The Mississippi, Missouri, and some of their great branches, require some further description.

The **MISSISSIPPI**, or *Missi-Sepe*, in the Algonquin Indian language, which prevails in its upper parts, means *Great river*. Its source, according to the explorations of Schoolcraft, July 13th, 1832, is Itasca Lake, 47 deg. 10 min. north latitude, and 95 deg. 54 min. west longitude, at an elevation of about 1350 feet, and at a distance of 3160 miles, above the Gulf of Mexico. Itasca Lake is romantically situated among hills clothed with pines. The outlet of the lake is only from ten to twelve feet broad, and from twelve to eighteen inches deep. This first stream of the Great River is little more than a mere brook, flowing north and north-easterly to Lake Cass, about 184 miles, from thence it winds, generally in a south-east, south-south-westerly, and south-south-easterly direction, frequently over rapids, to the Big Falls, and thence about sixty miles further to the Falls of St. Anthony. Vessels do not ascend the river over these falls; and they pass below, over several rapids, even as low down as Rivière des Moines. The country above the Falls of St. Anthony we have described, as well as the principal tributaries which fall into the Mississippi, above, and, for a considerable distance, below and west of those falls, in our separate account of Wisconsin, Iowa, and the Western Territory. Most of those tributaries, although interrupted by some falls, and several rapids, afford, by boats and canoes, extensive and convenient means of inland transport.

The Mississippi, with its great and lesser tributaries, drain all the regions which extend from the Alleghany chain to the Rocky Mountains, with the exception of the lands drained by the streams which fall into the St. Lawrence and the great lakes.

Mr. Schoolcraft has described the Mississippi more intelligibly, and at greater length, than any other traveller. He had followed its stream, from its mouths, or delta, to its source. No other traveller had done so before him. We do not know that any other one traveller has followed his example. We have also examined the local descriptions of other authorities. It is remarkable that the greatest rivers in North and South America should have been first discovered, not upwards from their confluence with the sea, but downwards from one of their upper or main branches. The Amazon was first navigated, down to the Atlantic, by an European, Orellana, in a frail craft built near the foot of the Andes. In this vessel he floated down the Naco, an upper tributary, to the main stream of the Amazon, and thence, without compass, and through unknown regions, to the ocean.

The Mississippi was discovered in 1672, by the Jesuit, Father Marquette,

who, with his followers, by ascending the Fox river, from Lake Champlain in canoes, carried the latter and their stores, over the Portage, a few miles, to the Wisconsin, descended that stream until they reached the Mississippi, in about latitude 42 deg. 50 min. north. They floated down with its current until they passed the confluence of the Missouri, and reached some villages of Illinois, who received them hospitably. They proceeded downwards, until they arrived at the Arkansas; from which point they returned afterwards to Canada. In 1682, the intrepid La Salle sailed down the Mississippi from the Wisconsin to the Gulf of Mexico.

Mr. Schoolcraft, describing the physical character of the Mississippi, distributes it into natural divisions, as indicated by the permanent differences in the colour of its waters,—the geological character of its bed and banks,—its forest trees and other vegetable productions,—its velocity,—the difficulties it opposes to navigation,—and other natural appearances and circumstances.

He traces it from its origin in a region of lakes, which are spread over table-lands, the waters of which flow north into Hudson's Bay, south into the Gulf of Mexico, and east into the lakes, rivers, and Gulf of St. Lawrence. He follows the course of the Mississippi to the Falls of Pakagama, a distance of 230 miles "through a low prairie, covered with wild rice, rushes, sword grass, and other aquatic plants. During this distance, it is extremely devious as to course and width, sometimes expanding into small lakes, at others, narrowing into a channel of about eighty feet. It is about sixty feet wide on its exit from Red Cedar or Cassina Lake, with an average depth of two feet; but from the junction of the Leech Lake fork, increases to 100 feet in width, with a corresponding increase of depth. Its current, during this distance, is still and gentle; and its mean velocity may be estimated at a mile and a half per hour, with a descent of three inches per mile." Water-fowl and amphibious quadrupeds are met with in great numbers within this region.

Rocky strata and a wooded island appear at the Falls of Pakagama, where the river descends by an abrupt cataract, twenty feet: from which point to the Falls of St. Anthony, a distance of about 68½ miles, it exhibits its second characteristic division. The prairie disappears above the Cataract of Pakagama. Groves of elm, maple, birch, oak, and ash, then rise, and extend back from the banks of the river,—overshadowing and adorning its clear and majestic waters. The black walnut first appears below Sandy Lake river, and the sycamore below the River de Corbeau. The Mississippi, in its many windings above the Falls of St. Anthony, is picturesquely adorned with innumerable, richly wooded, islands. Of its tributaries, the largest in this distance is the De Corbeau, flowing from the south-west. The Pine, Elk, Sac, and Crow rivers, also flow into it from the west, and the St. Francis and Rum River from the east. The meanderings of the Mississippi below the Cataract of Pakagama are irregular, but neither

so short nor so abrupt as above. Mr. Schoolcraft estimates the mean width of the stream at 300 feet until the junction of the De Corbeau, and below that at 250 yards.

"Its navigation," he observes, "is impeded, agreeably to a memorandum which I have kept, by thirty-five rapids, nineteen ripples, and two minor falls, called the Little and the Big Falls, in all of which the river has an aggregate descent of 224 feet in 14,646 yards, or about eight miles. The mean fall of the current, exclusive of the rapids, may be computed at six inches per mile, and its velocity at three miles per hour. In the course of this distance it receives several small turbid streams, and acquires a brownish hue, but still preserves its transparency, and is palatable drink-water. A few miles above the river Corbeau, on the east side, we observe the first dry prairies, or natural meadows, and they continue to the Falls of St. Anthony. These prairies are the great resort of the buffalo, elk, and deer, and are the only parts of the banks of the Mississippi where the buffalo is now to be found. Granite rocks appear at several of the rapids, in rolled pieces, and in beds; and, in some places, attain an elevation of 100 or 200 feet above the level of the water, but the banks of the river are generally alluvial.

"At the Falls of St. Anthony, the river has a perpendicular pitch of forty feet, and, from this to its junction with the Missouri, a distance of 843 miles, it is bounded by limestone bluffs, which attain various elevations, from 100 to 400 feet, and present a succession of the most sublime and picturesque views. This forms the third characteristic change of the Mississippi. The river prairies cease, and the rocky bluffs commence precisely at the Falls of St. Anthony. Nine miles below, it receives the St. Peter's from the west, and is successively swelled on that side by the Ocano, Iowa, Turkey, Des Moines, and Salt rivers; and, on the east, by the St. Croix, Chippeway, Black, Wisconsin, Rock, and Illinois. One hundred miles below the Falls of St. Anthony, the river expands into a lake, called Pepin, which is twenty-four miles long, and four in width. It is, on issuing from this lake, that the river first exhibits, in a striking manner, those extensive and moving sand-bars, innumerable islands and channels, and drifts and snags, which continue to characterise it to the ocean. Its bends from this point onwards are larger, and its course more direct; and, although its waters are adulterated by several dark coloured and turbid streams, it may still be considered transparent. The principal impediments to navigation in this distance are the Des Moines, and Rock river rapids. The latter extends six miles, and opposes an effectual barrier to steamboat navigation, although keelboats and barges of the largest classes may ascend. This rapid is 390 miles above St. Louis."

The crystalline transparency of the Mississippi gradually disappears, after its confluence with the Missouri. Had not the Mississippi been the first discovered and explored, the Missouri would have, as the main stream, given its name to the Great River, down to the Gulf of Mexico. The waters of the Missouri are turbid, and of a gray colour; and Mr. Schoolcraft observes, that "during its floods, which happen twice a year, it communicates, almost instantaneously, to the combined stream, its predominating qualities; but, towards the close of the summer season, when it is at its lowest stage of water, the streams do not fully incorporate for twenty or thirty miles, but preserve opposite sides of the river; and I have observed this phenomenon at the town of Herculanum, forty-eight miles below the junction. The water in this part of the river cannot be drank until it has been set aside to allow the mud to settle." The appearance of the Mississippi, after the foul waters of the Missouri acquire the mastery, has a sooty, dark, and mysterious character, and the dismal scenery of its low muddy banks; and its dreaded snags, sawyers, sand-bars, and its numerous fixed, shifting, and unseen dangers, renders its navigation neither agreeable nor safe. Below the Missouri, its great importance must be considered in regard to its commerce, and the vast resources of the countries through which its tributaries flow. The distance from the mouth of the Missouri to the Gulf of Mexico is estimated by Mr.

Schoolcraft at 1220 miles, in the course of which it receives from the west the Maremac, St. Francis, White, Arkansas, and Red rivers; and, from the east, the Kaskaskia, Great Muddy, Ohio, Wolf, and Yazoo. This part of the river is particularly characterised by snags and sawyers, falling-in banks, islands, sand-bars, and mud-banks; the channel of which is shifted by every succeeding flood. The velocity of its stream was formerly considered so strong, that it could not be navigated by sailing vessels. This belief was unfounded, although a strong wind is required to ascend the river; and it is navigated by ocean sailing ships of from 400 to 800 tons' burden, from the Balize to New Orleans, a distance of 105 miles, and could be ascended higher, but the navigation above New Orleans is carried on chiefly by steamboats. The breadth of the river opposite St. Louis is about a mile. It is somewhat less at New Orleans, and still less at its principal mouth. A bar at its deepest entrance prevents ships drawing more than eighteen feet water from entering. Wild rice is not found on the waters of the Mississippi, south of the forty-first degree of north latitude; nor the Indian reed, or cane, north of the thirty-eighth. These two productions characterise the extremes of this river. It has been observed by MacKenzie, that the former is hardly known, or at least does not come to maturity, north of the fiftieth degree of north latitude. The alligator is first seen below the junction of the Arkansas. The paroquet is found as far north as the mouth of the Illinois, and flocks of paroquets have occasionally been seen as high as Chicago.

Sailing ships seldom ascend the Mississippi higher than Natchez. It is navigable for steamboats of the largest size as far as the Ohio. (See number and size of steamboats upon the Mississippi hereafter.) The passage from Cincinnati to New Orleans and back has been made in nineteen days. From New Orleans to Louisville the shortest passage has been eight days and two hours: the distance being 1650 miles, against the current. The steamboats have generally high-pressure power, and many fatal explosions have happened upon these waters. The first steam-vessel for navigating the Mississippi was built in 1810.

The following description of a flood on the Mississippi, is from the pen of the celebrated naturalist, Audubon:—

"There the overflow is astonishing; for no sooner has the water reached the upper part of the banks, than it rushes out and overspreads the whole of the neighbouring swamps, presenting an ocean overgrown with stupendous forest trees. So sudden is the calamity, that every individual, whether man or beast, has to exert his utmost ingenuity to enable him to escape from the dreaded element. The Indian quickly removes to the hills of the interior, the cattle and game swim to the different stripes of land that remain uncovered in the midst of the flood, or attempt to force their way through the waters until they perish from fatigue. Along the banks of the river the inhabitants have rafts ready made, on which they remove themselves, their cattle, and their provisions, and which they then fasten with ropes or grape vines to the larger trees, while they contemplate the melancholy spectacle presented by the current, as it carries off their houses and wood-yards piece by piece. Some who have nothing to lose, and are usually known by the name of *squatters*, take this opportunity of traversing the woods in canoes, for the purpose of procuring game, and particularly the skins of animals, such as the deer and bear, which may be converted into money.

They resort to the low ridges surrounded by the waters, and destroy thousands of deer merely for their skins, leaving the flesh to putrefy.

"The river itself, rolling its swollen waters along, presents a spectacle of the most imposing nature. Although no large vessel, unless propelled by steam, can now make its way against the current, it is seen covered by boats laden with produce, which, running out from all the smaller streams, float silently towards the city of New Orleans, their owners, meanwhile, not very well assured of finding a landing-place even there. The water is covered with yellow foam and pumice, the latter having floated from the rocky mountains of the north-west. The eddies are larger and more powerful than ever. Here and there tracts of forests are observed undermined, the trees gradually giving way, and falling into the stream. Cattle, horses, bears, and deer, are seen at times attempting to swim across the impetuous mass of foaming and boiling water; whilst here and there a vulture or an eagle is observed perched on a bloated carcass, tearing it up in pieces, as regardless of the flood as on former occasions it would have been of the numerous *sawyers* and *planters* with which the surface of the river is covered when the water is low. Even the steamer is frequently distressed. The numberless trees and logs that float along, break its paddles and retard its progress. Besides, it is on such occasions difficult to procure fuel to maintain its fires; and it is not only at very distant intervals that a wood-yard can be found which the water has not carried off.

"Following the river in your canoe, you reach those parts of the shores that are protected against the overflowing of the waters, and are called *levies*. There you find the whole population of the district at work, repairing and augmenting those artificial barriers which are several feet above the level of the fields. Every person appears to dread the opening of a *crevasse*, by which the waters may rush into his fields. In spite of all exertions, however, the *crevasse* opens, and water bursts impetuously over the plantations, and lays waste the crops which so lately were blooming in all the luxuriance of spring. It opens up a new channel, which, for aught I know to the contrary, may carry its waters even to the Mexican gulf.

"But now, kind reader, observe this great flood gradually subsiding, and again see the mighty changes which it has effected. The waters have now been carried into the distant ocean. The earth is everywhere covered by a deep deposit of muddy loam, which, in drying, splits into deep and narrow chasms, presenting a reticulated appearance, and from which, as the weather becomes warmer, disagreeable, and at times noxious, exhalations arise, and fill the lower stratum of the atmosphere, as with a dense fog. The banks of the river have almost everywhere been broken down in a greater or less degree. Large streams are now found to exist, where none were formerly to be seen, having forced their way in direct lines from the upper parts of the bends. These are, by the navigator, called *short cuts*. Some of them have proved large enough to produce a change in the navigation of the Mississippi. If I mistake not, one of these, known by the name of *Grand Cut-off*, and only a few miles in length, has diverted the river from its natural course, and has shortened it by fifty miles. The upper parts of the islands present a bulwark consisting of an enormous mass of floated trees of all kinds, which have lodged there. Large sand-banks have been completely removed by the impetuous whirls of the waters, and have been deposited in other places. Some appear quite new to the eye of the navigator, who has to mark their situation and bearings in his log-book. The trees on the margins of the banks have in many parts given way. They are seen bending over the stream, like the grounded arms of an overwhelmed army of giants. Everywhere are heard the lamentations of the farmer and planter, whilst their servants and themselves are busily employed in repairing the damages occasioned by the floods. At one *crevasse* an old ship or two, dismantled for the purpose, are sunk, to obstruct the passage opened by the still rushing waters, while new earth is brought to fill up the chasms. The squatter is seen shouldering his rifle, and making his way through the morass, in search of his lost stock, to drive the survivors home, and save the skins of the drowned. New fences have everywhere to be formed; even new houses must be erected, to save which from a like disaster, the settler places them on an elevated platform, supported by pillars made of the trunks of trees. The lands must be ploughed anew; and if the season is not too far advanced, a crop of corn and potatoes may yet be raised. But the rich prospects of the planter are blasted. The traveller is impeded in his journey, the creeks and smaller streams having broken up their banks in a degree proportionate to their size. A bank of sand which seems firm and secure, suddenly gives way beneath the traveller's horse, and the next moment the animal has sunk in the quicksand, either to the chest in front, or over the crupper behind, leaving its master in a situation not to be envied.

"Unlike the mountain torrents and small rivers of other parts of the world, the Mississippi rises but slowly during these floods, continuing for several weeks to increase at the rate of about an inch in the day. When at its height, it undergoes little fluctuation for some days, and after this subsides as slowly as it rose. The usual duration of a flood is from four to six weeks, although, on some occasions, it is protracted to two months.

"Every one knows how largely the idea of floods and cataclysms enter into the speculations of

the geologist. If the streamlets of the European continent afford illustrations of the formation of strata, how much more must the Mississippi, with its ever-shifting sandbanks, its crumbling shores, its enormous masses of drift-timber, the source of future beds of coal, its extensive and varied alluvial deposits, and its mighty mass of waters rolling sullenly along, like the flood of eternity!"

Before discussing any of the navigable tributaries of the Mississippi, we may proceed to give some account of the, in reality, main stream.

The MISSOURI has its origin, as well as some of its branches, in the Rocky mountains, and the chief source is said to rise at about a mile distant from that of one of the branches of the Columbia. The most authentic information we have yet had, of the sources of this mighty river, is from its first discoverers, Lewis and Clarke. Those travellers consider that the Missouri seems to be, in its early course, formed by three considerable branches, which unite not far from the base of the principal ranges of the Rocky mountains. To the northern they gave the name of Jefferson, to the middle Gallatin, and to the southern Maddison. All these streams flow with great velocity; their beds are formed of smooth pebble and gravel, and their waters are transparent. One hundred miles above the forks of the Missouri, are the forks of Jefferson river; two subordinate branches of which are called Wisdom and Philanthropy, one coming from the north-west, and the other from the south-east. Wisdom river is fifty yards wide, cold, rapid, and containing a third more water than the Jefferson; it drains the waters of melting snows from the mountains, but is unnavigable on account of its rapidity. One hundred and forty-eight miles further up is the extreme navigable point of the river, in north latitude forty-three degrees thirty minutes and forty-three seconds. Two miles beyond this is a small gap or narrow entrance, formed by the high mountains which recede on each side, at the head of an elevated valley, ten miles long and five broad, so as to form a spacious cove several miles in diameter. From the foot of one of the lowest of these mountains, which rises with a gentle ascent of half a mile, issues the remotest water of the Mississippi. At the source it is said that the temperature is so high that, at the end of August, water standing in vessels exposed to the night air has been frozen to the depth of a quarter of an inch.

After the junction of the three branches, the river foams onward, as a large mountain torrent. It then spreads into a broad, and comparatively, tranquil stream, full of islands. Peaks of blackish rock frown above the river in perpendicular elevations of about a thousand feet. The mountains around which it flows are covered with pines, cedars, and furs; and *mountain sheep* are seen bounding on their summits, where they are apparently inaccessible. In this distance the mountains have an aspect of wild, sombre grandeur. On the meadows and along the banks, the most common wood is the cotton-tree, which, with the willow, forms almost the exclusive growth of the Upper Missouri.

About forty-seven miles below where the Missouri gushes from the foot of the mountains into its channel through the upper plains, are the *Gates of the Rocky mountains*. In ascending the stream, it increases in rapidity, depth, and breadth, to the mouth of this formidable pass, where the rocks approach it on both sides, rising perpendicularly from the edge of the water to the height of 1200 feet. Near the base they are composed of black granite; but above, the whole are of a yellowish brown, and cream colour. Nothing can be imagined more tremendous than the frowning darkness of these rocks, which project over the river, and menace the passenger with destruction. For the space of five miles and three quarters, the rocks rise to the above degree of elevation, and the river, 350 yards broad, seems to have forced, or *sawn* its channel through the solid rocks, for nearly six miles in length; incased, as it were, during all this distance, between two walls of about 1200 feet high. During the whole of the distance the water is very deep, even at the edges; and, for the first three miles, there is not a spot, except for a few yards, on which a man could stand between the water and the towering perpendicular cliffs.

The river, for the distance of about seventeen miles, becomes almost a continued cataract. In this distance its perpendicular descent is 362 feet. The first fall is ninety-eight feet; the second, nineteen; the third, forty-seven; the fourth, twenty-six. Next to the Niagara, these falls are the most stupendous of any known in the world. The Missouri continues to rush furiously onward for a long distance beyond, but there is not much variation in its appearance until its confluence with the Platte, which river brings down vast quantities of coarse sand. The Missouri is then studded with islands. The formation of which is minutely described by Lewis and Clarke. The sand, as it has drifted down, has adhered to some of the projecting points of the shore, and formed a hard barrier of resistance to the mud, which fills up the river to the same height with the sand-bar itself. As soon as it has acquired consistency, willows grow, their roots imparting solidity to the whole: with further accumulations, the cotton-wood tree next appears, till the soil is gradually raised to a point above the highest freshets. Thus stopped in its course, the water seeks a passage elsewhere, and, as the soil on each side is light and yielding, what was only a peninsula becomes gradually an island; and the river, during the period of formation scoops additional room for its waters from the adjacent shore. In this way the Missouri, like the Mississippi, is continually cutting off the projections of the shore, and leaving its ancient channel, which may be traced by the deposits of mud, and a few stagnant ponds.

Along the whole course of the Missouri, below the Platte, the soil is described as generally fertile, and, although timber is scarce, there is still sufficient for the use of settlers. Above the Platte, although the soil is said to be rich, the

non-appearance of wood, and the want of good water, of which there is but a small quantity in the creeks, form great disadvantages in regard to its occupancy. The prairies, for many miles on each side of the river, produce abundance of good pasturage.

Above the mouth of the Osage, the immediate valley of the Missouri gradually expands, comprehending some wide bottoms, in which are many settlements, gradually increasing in the number of inhabitants. The Manito rocks, and some other precipitous cliffs, are the terminations of low ranges of hills, through which the river flows. These hills sometimes cause rapids, and opposite the Manito rocks, a group, called the Thousand Islands, stretches obliquely across the river, separated by narrow channels, in which the current is stronger than below. Some of the channels are obstructed by floating trees, which usually accumulate about the upper ends of islands, and are called *rafts*. After increasing to a certain extent, portions of these rafts become loosened, and float down the river, covering nearly its whole surface, and greatly impeding and endangering the progress of the ascending boats.

Council Bluffs, the seat of an important military establishment of the United States, about 600 miles up the Missouri, is a remarkable bank, rising abruptly from the brink of the river, to an elevation of 150 feet.

The Missouri, with its continuation down the Mississippi, is the longest river in America.* Its whole course, from its source in the Rocky mountains to the Gulf of Mexico, is 4424 miles, including its windings: nearly 4000 miles of this course is navigable. From the point of its confluence with the Mississippi to Fort Mandan, it is 1609 miles; to the foot of the rapids at Great Falls 2575 miles; 2664 to where it issues from the mountains; 2690 to the Gates of the Mountains; 3096 to the extreme navigable point of Jefferson river; and 3124 miles to its remotest source. In this immense course it receives upwards of fifty large rivers, and about 150 smaller streams. Its principal tributaries are the Roche-Jaune, or Yellowstone, the Kansas, Platte, Osage, Gasconade, Little Missouri, Running Water, Charaton, White, and Milk rivers.

The YELLOWSTONE is the largest of these tributaries. Its sources are in the Rocky mountains, near those of the Missouri and the Platte, and it may be navigated in canoes almost to its head. It runs first through a mountainous country; in many parts fertile and well timbered. It then waters a rich country, interspersed with valleys and meadows, and well supplied with wood and water, until

* "The American Fur Company have sent their steamboats *twenty-one hundred miles* above the mouth of the Missouri, and in high water, steamboats of light draft can ascend *two thousand and six hundred miles*. The Mississippi is navigable by steam between *six and seven hundred miles* above St. Louis. These rivers pass through an exceedingly fertile country; and when a just system of internal improvement shall be carried into operation, not only New Orleans and the great valley of the Mississippi will be benefited, but every portion of the United States will feel the invigorating influence of such a course."—*St. Louis Republican*.

near the Missouri it flows through open meadows and low grounds wooded on its borders. In the upper country its course is said to be very rapid, but during the two last, and largest, portions, its current is much more gentle than that of the Missouri. On the sand-bars, and along the margin of this river, grows the small-leaved willow ; in the low grounds adjoining, are scattered rose bushes three or four feet high, the red-berry, service berry, and redwood. The higher plains border either immediately on the river, where they are generally timbered, and have an undergrowth like that of the low grounds, with the addition of the broad-leaved willow, gooseberry, purple currant, and honeysuckle ; or they grew between the low grounds and the hills, and for the most part without wood, or any growth ; except large quantities of wild hyssop, a plant which rises to the height of about two feet : like the willow of the sand-bars, it is a favourite food of the buffalo, elk, deer, grouse, porcupine, hare, and rabbit.—*Lewis and Clarke.*

The PLATTE is much more rapid than the Missouri, and drives its current to the northern bank, on which it is constantly encroaching. At some distance above the confluence, the Missouri is two miles wide, with a rapid current of ten miles an hour in some parts, the rapidity increases as it approaches the mouth of the Platte ; the velocity of which, combined with the vast quantity of rolling sands which are drifting down it, into the Missouri, renders it unnavigable, except for flats or rafts, or by the Indians who pass it in small flat canoes made of hides, and the Americans who have contrived to navigate it by means of keel-boats, which, being constructed to draw but little water, and built upon a small flat keel, are remarkably well adapted for ascending rapid and shallow streams. The Platte winds its course, from west to east, for more than 800 miles.

The KANSAS is described as resembling the Missouri, with a more moderate current, and waters less turbid. Its valley, like that of the Missouri, consists of a deep and fertile soil, producing forests of cotton-wood, sycamore, and other trees, interspersed with meadows ; but in the upper part the trees become more and more scattered, and at length disappear : the country around its sources spreads into an immense prairie.

The OSAGE, so called from the tribe of Indians inhabiting its banks, flows into the Missouri 133 miles above its confluence with the Mississippi. Its sources are in the Ozark mountains. Flowing along the base of the north-western slope of a mountainous range, it receives from the east several rapid tributaries. In point of magnitude this river ranks with the Cumberland and Tennessee. It has been represented as navigable for 600 miles, but this Major Long considers an exaggeration, on account of the great number of shoals and sand-bars in its current. In the lower part of its course it traverses broad and fertile bottom-lands, bearing heavy forests of sycamore and cotton-trees.

The CHARATON is seventy-five yards wide at its mouth, and navigable at high flood 150 miles. Half a mile from its confluence with the Missouri, it receives the *Little Charaton*, also a considerable stream, and navigable for many miles. The Charaton has its source near the *Des Moines* tributary of the Mississippi, and traverses a country described as of great importance, both on account of the fertility of its soil, and its inexhaustible mines of lead.

The ARKANSAS rises in the Rocky mountains, in about 42 deg. north latitude, near the sources of the Rio del Norte, on the borders of the territory of the United States and Mexico. It is about 2120 miles in length, flowing generally east-south-east. Its tributary streams are little known; they are remarkable for being deeply impregnated with salt. That part of Arkansas which traverses the Missouri territory is bordered, for the most part, by extensive prairies. Spurs of the Ozark mountains often terminate at the river. It may be remarked as singular, that to the extent of upwards of 300 miles in the lower part of the Arkansas, its valley is merely confined to the margin of the river. The soil on each side within the Missouri territory is chiefly alluvial, and where not disturbed by the floods, is verdant and fertile. The timber growing in the Arkansas country is similar to the woods of Mississippi. The Arkansas drains about 178,000 square miles of territory, and is navigable for boats about 200 miles.

On the impediments to, and dangers of, navigating the Mississippi, a writer in the *Merchants' Magazine* makes the following observations:

"In the first place, we would allude to a fact which has long been a formidable obstacle to the safe navigation of the Mississippi, as well as the cause of much individual hazard, and the sacrifice of numerous lives and a considerable amount of property. It is, perhaps, well known, that the bed and banks of the Mississippi and Missouri are, for the most part, composed of alluvial deposits of sand, the latter of which are covered with large trees. When, as is often the case, the current of the stream rises, the banks not unfrequently fall, and these trees are carried off by the stream. The sand and earthy substance adheres to the root, causing that part to sink, and to leave the tree anchored in the bed of the river. Deposits of sand are thus formed about the roots, and the obstruction thus produced frequently forces the channel in another direction. By the action of the water or the ice, the branches are worn off, leaving a stem, which sometimes projects above water, sometimes is submerged a few feet, and sometimes is so deeply buried below the surface as to be entirely concealed from sight. These obstructions, which present themselves with greater or less frequency throughout the greater portion of the bed of the Mississippi, vary in danger according to the position in which they chance to be placed. They are termed *snags*; and, coming into collision with the steamboats at midnight, or during a fog, are the source of no small discomfort to passengers—not unfrequently forcing a hole through the boat, sinking the hull, injuring the cargo, and even destroying lives.

"These obstacles most commonly occur in the bends of the rivers, or in those parts where the currents are obstructed by islands or sand-bars. Indeed, they present themselves occasionally in such numbers, that the boats are fenced in by these fallen trees, insomuch that a boat-master upon the Missouri was recently obliged to cut his way through them; and they tend to impede the navigation of that river to such an extent as to call for the attention of Congress. With that view, the chamber of commerce of the city of St. Louis have adopted vigorous proceedings in relation to the improvement of the navigation of the Mis-

Mississippi river and its principal tributaries. The amount of value afloat upon it, at all times during the season of navigation, and the value of the property whose fate would be probably involved in the improvement, naturally calls for some effective aid on the part of the general government. Independently of the carrying trade from the remote interior, the cotton and sugar plantations, which send their cargoes abroad from the states of Louisiana and Mississippi, Tennessee and Arkansas—the tobacco which is yearly shipped from the states of Kentucky and Tennessee, Mississippi and Illinois—together with the manufactured articles imported and exported from those states, exceeding in value that of its agricultural products, and the importance, as places of shipment, of the numerous ports upon the river—all tend to present additional claims for the aid of Congress.

“The removal of those obstructions which have so long impeded the Mississippi navigation, would seem to be a no very difficult object. The most convenient instrument for that purpose is termed a *snag-boat*, which, with its machinery, will usually remove about twenty per day; the cost of working the boat being fifty or seventy dollars, and requiring fifty men; and the expense of construction being from 25,000 dollars to 26,000 dollars. The numerous wrecks of *snagged* steamboats, which strew that noble river—the fact that freights and persons from nearly half of the union are afloat continually upon its bosom—that nearly 6,000,000 of people, residing in the bordering territory, would be benefited in greater or less degree by the improvement; and that the imports and exports of nine states and two territories, which skirt its banks, must pass along its waters, tend materially to strengthen the claims which have been urged before Congress for the improvement of its navigation. Hundreds of thousands of persons are sailing upon its surface during the season of navigation—property to the amount of millions of dollars are risked upon its waters. The merchants and manufacturers of the east are deeply interested in the subject, because the advance of freights is not less than ten per cent, in consequence of the difficulties of navigation; and the losses of insurance companies, yearly, amount to no inconsiderable sum. Moreover, not one-tenth part of the land which skirts it has been subdued to cultivation; and the bright prospects of wealth and strength that are continually unfolding, from the developing resources of the soil, are ever adding to the value and importance of the desired improvement as a merely mercantile enterprise, important from the fact that, of the total number of steamboat losses throughout the whole country, the greater proportion occur upon the Mississippi river.”

The RED RIVER is the lowest great tributary which flows into the Mississippi. Its source, or rather sources, rise at the lower range of the Rocky mountains, near Santa Fé, in Mexico. The several head branches unite into one, into which flow several tributaries, the largest of which are Blue river, and False Washita. The south bank of it forms, for a great distance, the boundary between the United States and Texas. A great part of its course is through rich prairies of a red soil; which, colouring its waters, has given this river its name. Its banks are covered with grass, and vines, which are said to yield excellent grapes. About 100 miles above Natchitoches, that great impediment to navigation, called *the Raft*, commences, over and through the alluvions and fallen trees which the waters have carried and deposited. This interruption occurs at a shallow expansion of the river to the width of twenty or thirty miles, and a length of sixty or seventy miles. In some places, the rafts covered the whole river, and had grass and willows growing on the alluvial soil collected on it, and could be even crossed on horseback, though not without danger. But more generally the river appeared between the masses of collected timber. At a great expense, this raft has been so far removed by the United States government, that steamboats pass through it.

The **WASHITA**, a tributary, which flows into Red river, is navigable for many miles. Its course, within the valley of the Mississippi, called Black river, is navigated by large boats. **WHITE RIVER**, which flows into the Mississippi a little above the Arkansas, is navigable at a moderate flood of water between 300 and 400 miles. Of the rivers tributary to the Missouri, it is remarkable, that their mouths are generally blocked up with mud, after the subsiding of the summer freshet of that river, which usually takes place in the month of July. The freshets of the more southerly tributaries are exhausted earlier in the season, and wash from their mouths the sand and mud previously deposited therein, leaving them free from obstructions. These freshets having subsided, the more northerly branches discharge their floods, formed by the melting of the snow, at a later period. The Missouri being thus swollen, the mud of its waters is driven up the mouth of its tributaries. These streams having no more freshets to expel the accumulation, their mouths remain thus obstructed till the ensuing spring.—*Long's Travels.*

The **ST. PETER**, a tributary of the Mississippi, has its rise in a small lake about three miles in circumference, at the base of a ridge, named Coteau des Prairies. It enters the Mississippi nine miles below the Falls of St. Anthony. Its length in all its windings is about 500 miles. Its course is exceedingly serpentine, and is interrupted by several rocky ridges, extending across the bed of the river, and occasioning falls of considerable descent. During the times of spring freshets and floods, this river is navigable for boats from its mouth to the head of Big Stone lake, about fifteen miles from its sources. For a distance of about forty miles on the lower part of the river, it is only from sixty to eighty yards wide, and navigable for pirogues and canoes in all stages of the floods; higher up, its navigation is obstructed in low water by numerous shoals and rapids. The aggregate descent of the St. Peter may be estimated at about 150 feet, the general level of the country at its source having an elevation of about fifty feet above the river. The chief of its tributaries is the Blue-earth river, which flows in from the south 100 miles west of the Mississippi by a mouth fifty yards in width. It is chiefly noted for the blue clay which the Indians procure upon its banks, and which is much employed in painting their faces and other parts of their bodies. The river St. Peter's enters the Mississippi behind a large island, which is probably three miles in circumference, and is covered with the most luxuriant growth of sugar-maple, elm, ash, oak, and walnut. At the point of embouchure, it is 150 yards in width, with a depth of ten or fifteen feet. Its waters are transparent, and present a light blue tint on looking upon the stream. From this circumstance, the Indians have given it the name of Clear-water river.—*Book of United States.*

The **RED RIVER** of the north rises near the sources of the St. Peter's; and by a northern and winding course runs nearly 200 miles within the United States limits; and then passes into the British dominions of Upper Canada, and empties

into Lake Winnepeck. Its principal branches are Red Lake river and M^e river: the latter of which rises within 1 mile of Fort Mandan on the Red river is a broad deep, and navigable stream, abounding country along itsitary excellence, alk and caloes.

The OHIO. VER rises in the State of the beautiful-west direction Pitt OS OF T E UNITED STATES.

which is in Plerate and high table land, situated in Italy, and to a far greater and best located country, and until 1760, when the enterprising At Pittsburg, exceeding all in undertaking which was at the time considered considerable. The channel is both rising in the Allegheny River, unless it were by small cuts from the parallel to each other such above the Middlesex canal, in Massachusetts, the Monongahela is many yards, or 6 miles, and large rock walls will south to north. It appears an old large channel for vessels the channel still narrow Alleghany, which, in the dry season, the waters are thrown with great deepest. The waters of the Allegheny, across which they rebound limpid, while those of the Monongahela, on the contrary, are in interference. and turbid, whenever there are a few days of successive rains. The Alleghany mountains where it rises. Each of the streams is about 400 river wide at their confluence, and after the junction, the stream is more remarkable for its depth than breadth.

The OHIO, formed by the confluence of the Monongahela and Alleghany, appears to be rather a continuation of the former than the latter, which arrives at the confluence in an oblique direction. From Pittsburg to the mouth of the Ohio, the distance is 1033 miles, following the route. It receives numerous tributaries on both sides, in its course to the navigable point. For 300 miles below Pittsburg, the Ohio runs between two ridges of hills, rising from 300 feet to 400 feet in height. These are frequently undulated along their summits, and extend occasionally as elevated table lands. They sometimes recede from, and sometimes approach to, the banks of the river; generally run parallel to the Alleghany chain. These ridges recede gradually as we proceed down the river, and finally disappear from the view. The Ohio flows through a transverse chain, at the rapids, near Louisville, and thence through a level country, as far as the Mississippi. The general appearance of this picturesque river is placid, gentle, and transparent, except during the floods. There are periodical inundations in winter and in spring. The vernal inundations of the Ohio commence sometimes at the end of March, and subside in July; and sometimes early in February, and subside in May. The inundations are early or late, according to the melting of the snows or the ice in the interior. The Ohio, during these inundations, is swelled to a remarkable height, varying in different places, as the river is more or less expanded in breadth. The high and steep banks, in the upper course of the Ohio, prevent the general level of the land from being overflowed, and ren-

The **Wabash** marshy and unwholesome, as in the Lower Missouri, and in the lower its course, within Ohio. Yet high as its banks are, the Ohio is sometimes destroyed by large boats. **White** which are not sufficiently elevated above the river. Part of Arkansas, is navigable at a moderate rate the junction of the two 300 and with the Ohio, Of the rivers tributary to the Missouri, it is remarkable that their stream, has been generally blocked up with mud, after the subsiding of a habit summer freshet on the river, which usually takes place in the month of July. The freshets of this by water, southerly tributaries are exhausted earlier in the season, and wash from as be also mouths the sand and mud previously deposited therein, leaving it, yet free from obstructions. These freshets having subsided, the more northern, of October, discharge their floods, formed by the melting of the snow, at a late summer, heavy rain. Missouri being thus swollen, the mud of its way which driven up suddenly raised; the tributary rivers. These streams having no more force to resist the floods, which, taken together, navigate the river obstructed till the ensuing season drawing about twelve feet water of the Mississippi, has to New Orleans, a distance of nearly 2200 miles. The base of a ridge, namely the falls may be accomplished in nine or ten days, but it is below the Falls of 1 in twelve days. The difficulty of navigating the Ohio during the season, is limited to the upper part of its course, or between Pittsburg and Limestone: a distance, by water, of 425 miles. The shallowness of the stream is occasioned by the being divided by islands into several channels; for the depth of the **Monongahela** branch of the Ohio alone, is twelve feet, at Pittsburg. From its source counted fifty of these islands in the distance of 390 miles; some of which contain a few acres, and others exceeding a mile in length. The river, it is said, containing a few acres, and others exceeding a mile in length. The vessel, of above 300 tons, called the **Muskingum**, arrived at the port of Liverpool, in the United Kingdom, in May, 1845, on her first voyage from Cincinnati. This vessel was built at Marietta, 283 miles above Cincinnati, with a cargo of pork, lard, oil-cake, &c., laden at the latter place. This ship performed the voyage from where built to the Gulf of Mexico, 1933 miles, and thence round Florida, by the Bahama channel, across the Atlantic, more than 5000 miles, or in all, about 7000 miles to Liverpool.

The **Tennessee** rises in the Alleghany mountains, traverses East Tennessee, and almost the whole northern limit of Alabama, re-enters Tennessee, crosses almost the whole width of it, into Kentucky, and passes into Ohio, fifty-seven miles above its junction with the Mississippi. It is near 1200 miles in length, and is the largest tributary of the Ohio. It has numerous branches, and is navigable for boats for about 1000 miles. Most of its branches rise among the mountains, and are too shallow for navigation, except during the floods, which take place occasionally, at all seasons of the year, and allow flat boats to be floated down to the main stream. The Muscle shoals are about 300 miles from its entrance into the Ohio. At this place the river spreads to the width of three miles,

and forms a number of islands. The passage by boats is difficult and dangerous except when the water is high.

From these shoals to the place called the *Whirl*, or *Suck*, navigation all the way is excellent, to the Cumberland mountain flows through. The river rises in the Cumberland mountains, cannot ascend in west direction. In one of the UNITED STATES.

mountain, the rate and height is 100 feet. It is situated in Italy, and to a far greater 200 feet high, the country, and the canal until 1760, when the enterprising undertaking which was at the time considered a great undertaking.

Potomac through the Blue Ridge canals, unless they were by small cuts from the Tennessee, which above the Middlesex canal, in Massachusetts, the width of about 100 yards, or eight feet. The canal is 91 and 1 mile long, with a large rock wall on the northern shore, in an oblique position. The channel is still narrower, and causes a sudden bend, but the waters are thrown with great force against the opposite shore. The waters rebound, and form a whirl of about eighty yards, or 240 feet in circumference. By the dexterity of the rowers, canoes drawn into this whirl have sometimes escaped without damage. In less than a mile below the whirl the river spreads to its common width down to Muscle shoals; and thence it joins in a regular and majestic stream down to its confluence with the Ohio.

The WABASH rises in the northern part of Indiana, and flows south-westerly across the state, then it bends to the south, and flows into the Ohio, forming towards its mouth the western state boundary. Its length, from its source to its mouth, exceeds 500 miles. It is navigable for keel-boats, about 400 miles, to Ouitanon, where there are rapids. From this village small boats proceed to within six miles of St. Mary's river; ten of Fort Wayne; and eight of the St. Joseph of the Miami-of-the-lakes. Its current flows gently above Vincennes; below the town there are several rapids, but not of sufficient force to prevent boats from ascending. The principal rapids are between Deche and White rivers, ten miles below Vincennes. White river and Tippecanoe river are branches of the Wabash.

The CUMBERLAND rises in the Cumberland mountains, Kentucky, and, flowing nearly 200 miles through that state, passes into Tennessee, through which it makes a circuit of 250 miles, then re-enters Kentucky, and falls into the Ohio, about fifty miles above the confluence of that river with the Mississippi. From the source of this river to its junction with the Ohio, the distance in a direct line is 300 miles; and by the course and windings of the stream, nearly 600 miles; for 500 of which it is navigable for batteaux of fourteen or fifteen tons burden.

The MUSKINGUM rises in the north-eastern part of Ohio, and flows southerly

the Ohio river. It is about 200 miles in length, and is navigable for boats. The *Wabash* is 100 miles. It is connected by a canal with Lake Erie. The *Scioto* its course, within its northern part, and flows southerly into the Ohio. It is about 200 by large boats. *White* is navigable 180 miles. There are rich and fertile prairies along Arkansas, is navigable at a moderate rate. The *Arkansas* is a canal, and its waters take their course generally blocked up with mud, after the subsiding of the summer freshets of the Ohio. They river, which usually takes place in the month of July. The freshets of the Ohio, and southerly tributaries are exhausted earlier in the season, and rapid, and the mouths the sand and mud previously deposited therein, between perpendicular cliffs of obstructions. These freshets having subsided, the more passenger is said to experience charge their floods, formed by the melting of the snows from the deep chasms, and these lofty parts of its way the other tributaries of the Ohio, are the Great and Little Miami, no more from river, Big Sandy, Kanawha.

The *ILLINOIS* rises in the till the eastern parts of the state of that name, no more than thirty-five miles from the western extremity of Lake Michigan and communicating by locks through a ridge, as with the River Chicago, which empties into that lake. Its two main heads of waters are Plein and Kankakee. Thirty miles from the junction of the season, Fox river flows in from the north. The Vermilion is a considerable stream: a distance of the Illinois from the south, 260 miles above the Mississippi. Not far from the Vermilion and 210 miles above the Mississippi, is the commercial point of Peoria lake—an enlargement of the river, two miles wide, on an average, and twenty miles in length. This picturesque expansion is so deep that its current is not perceptible. Its romantic shores, are generally bounded by prairies. It abounds with fish.

On the north side of the Illinois, the rivers that flow in-shore have their courses, for the most part, in mountainous bluffs, which often approach near the river. For a great distance above its mouth, the river is almost as straight as a canal. In summer it has scarcely a perceptible current; and the water, though transparent, has a marshy taste which renders it almost unfit for use. The river is wide and deep; and, for the greater part of its width, is so thickly filled with aquatic weeds, that no person could swim among them. Only a few yards' width, in the centre of the stream, is free from these weeds. It enters the Mississippi through a deep forest, by a mouth 100 yards wide. Probably no river of the western country is so well adapted for boat navigation, or waters a more luxuriant country.

ROCK RIVER is one of the most beautiful tributaries of the Mississippi. It has its source beyond the northern limits of Illinois, in a ridge of hills that separates the waters of the Mississippi and those of Lake Michigan. On its banks are ex-

* On the banks of this stream, about twenty miles from the Ohio, are extensive salt-works owned by the United States government.

tensive and rich lead mines. Its general course is south-west, and it enters Mississippi, not far above the commencement of the military bour. Opposite the mouth of this river, rises in the Mississippi, a bend which there is a military station.

KASKASKIA RIVER rises in the ^{WEST} ^{OF THE} ^{UNITED STATES}. It flows in a south-west direction near the ^{WEST} ^{OF THE} ^{UNITED STATES} during the moderate and higher flood, ¹⁰ ¹⁵ ²⁰ ²⁵ ³⁰ ³⁵ ⁴⁰ ⁴⁵ ⁵⁰ ⁵⁵ ⁶⁰ ⁶⁵ ⁷⁰ ⁷⁵ ⁸⁰ ⁸⁵ ⁹⁰ ⁹⁵ ¹⁰⁰ ¹⁰⁵ ¹¹⁰ ¹¹⁵ ¹²⁰ ¹²⁵ ¹³⁰ ¹³⁵ ¹⁴⁰ ¹⁴⁵ ¹⁵⁰ ¹⁵⁵ ¹⁶⁰ ¹⁶⁵ ¹⁷⁰ ¹⁷⁵ ¹⁸⁰ ¹⁸⁵ ¹⁹⁰ ¹⁹⁵ ²⁰⁰ ²⁰⁵ ²¹⁰ ²¹⁵ ²²⁰ ²²⁵ ²³⁰ ²³⁵ ²⁴⁰ ²⁴⁵ ²⁵⁰ ²⁵⁵ ²⁶⁰ ²⁶⁵ ²⁷⁰ ²⁷⁵ ²⁸⁰ ²⁸⁵ ²⁹⁰ ²⁹⁵ ³⁰⁰ ³⁰⁵ ³¹⁰ ³¹⁵ ³²⁰ ³²⁵ ³³⁰ ³³⁵ ³⁴⁰ ³⁴⁵ ³⁵⁰ ³⁵⁵ ³⁶⁰ ³⁶⁵ ³⁷⁰ ³⁷⁵ ³⁸⁰ ³⁸⁵ ³⁹⁰ ³⁹⁵ ⁴⁰⁰ ⁴⁰⁵ ⁴¹⁰ ⁴¹⁵ ⁴²⁰ ⁴²⁵ ⁴³⁰ ⁴³⁵ ⁴⁴⁰ ⁴⁴⁵ ⁴⁵⁰ ⁴⁵⁵ ⁴⁶⁰ ⁴⁶⁵ ⁴⁷⁰ ⁴⁷⁵ ⁴⁸⁰ ⁴⁸⁵ ⁴⁹⁰ ⁴⁹⁵ ⁵⁰⁰ ⁵⁰⁵ ⁵¹⁰ ⁵¹⁵ ⁵²⁰ ⁵²⁵ ⁵³⁰ ⁵³⁵ ⁵⁴⁰ ⁵⁴⁵ ⁵⁵⁰ ⁵⁵⁵ ⁵⁶⁰ ⁵⁶⁵ ⁵⁷⁰ ⁵⁷⁵ ⁵⁸⁰ ⁵⁸⁵ ⁵⁹⁰ ⁵⁹⁵ ⁶⁰⁰ ⁶⁰⁵ ⁶¹⁰ ⁶¹⁵ ⁶²⁰ ⁶²⁵ ⁶³⁰ ⁶³⁵ ⁶⁴⁰ ⁶⁴⁵ ⁶⁵⁰ ⁶⁵⁵ ⁶⁶⁰ ⁶⁶⁵ ⁶⁷⁰ ⁶⁷⁵ ⁶⁸⁰ ⁶⁸⁵ ⁶⁹⁰ ⁶⁹⁵ ⁷⁰⁰ ⁷⁰⁵ ⁷¹⁰ ⁷¹⁵ ⁷²⁰ ⁷²⁵ ⁷³⁰ ⁷³⁵ ⁷⁴⁰ ⁷⁴⁵ ⁷⁵⁰ ⁷⁵⁵ ⁷⁶⁰ ⁷⁶⁵ ⁷⁷⁰ ⁷⁷⁵ ⁷⁸⁰ ⁷⁸⁵ ⁷⁹⁰ ⁷⁹⁵ ⁸⁰⁰ ⁸⁰⁵ ⁸¹⁰ ⁸¹⁵ ⁸²⁰ ⁸²⁵ ⁸³⁰ ⁸³⁵ ⁸⁴⁰ ⁸⁴⁵ ⁸⁵⁰ ⁸⁵⁵ ⁸⁶⁰ ⁸⁶⁵ ⁸⁷⁰ ⁸⁷⁵ ⁸⁸⁰ ⁸⁸⁵ ⁸⁹⁰ ⁸⁹⁵ ⁹⁰⁰ ⁹⁰⁵ ⁹¹⁰ ⁹¹⁵ ⁹²⁰ ⁹²⁵ ⁹³⁰ ⁹³⁵ ⁹⁴⁰ ⁹⁴⁵ ⁹⁵⁰ ⁹⁵⁵ ⁹⁶⁰ ⁹⁶⁵ ⁹⁷⁰ ⁹⁷⁵ ⁹⁸⁰ ⁹⁸⁵ ⁹⁹⁰ ⁹⁹⁵ ¹⁰⁰⁰ ¹⁰⁰⁵ ¹⁰¹⁰ ¹⁰¹⁵ ¹⁰²⁰ ¹⁰²⁵ ¹⁰³⁰ ¹⁰³⁵ ¹⁰⁴⁰ ¹⁰⁴⁵ ¹⁰⁵⁰ ¹⁰⁵⁵ ¹⁰⁶⁰ ¹⁰⁶⁵ ¹⁰⁷⁰ ¹⁰⁷⁵ ¹⁰⁸⁰ ¹⁰⁸⁵ ¹⁰⁹⁰ ¹⁰⁹⁵ ¹¹⁰⁰ ¹¹⁰⁵ 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The **WASH.** rivers Peticoudiac and Mirimachi, open a magnificent inland navigation in the interior of New Brunswick. In Lower Canada, several rivers, in their course, within the St. Lawrence, and the Sagouche into the Bay de Chaleur, are navigable at a moderate rate. **WHITE.** Arkansas, is navigable at a moderate rate. **Canada,** after flowing through Lakes Ontario, Erie, and Huron, the Thousand Islands, and the Montreal, and to the river, which usually takes place in the month of July. **canals** some other streams, falling into the mouths the sand and mud previously deposited therein, red artificially, navigable. The obstructions. These freshets having subsided, the more vessels of considerable burden, charge their floods, formed by the melting of the snow, the otherwise impassable Niagara. **M** the Great and Little Miami, mud of its waters from Lake Ontario by way of Lake Erie, no more fit for an internal navigation of incalculable value. **The ILLINOIS** rises in the west.

THE CHATAUGUE, or Great North river, although its navigation is in some places rendered difficult by rapids, opens a rich and extensive region which has been rapidly settled upon, and from which great quantities of timber are rafted down to Montreal. (See Trade of Canada.)

Large and small ships ascend from all parts of the world by the gulf, estuary, and River St. Lawrence, to Quebec and Montreal. Numerous steamboats, and various kinds of river and coasting vessels, (None except during winter, when all is locked up in ice) perpetually navigating the waters of the rivers and lakes of Canada.

The SAGHUNY, a river so mighty that it is asserted to discharge as great a quantity of fresh water as the great St. Lawrence, falls into the latter from the north, about 100 miles below Quebec. It is remarkably deep, and large ships ascend it more than sixty miles, to be laden with deals and timber, prepared in the woods, or sawn at the saw-mills, which have been erected. The navigation of its upper course, flowing into Lake St. John, and its flood out of that lake, is interrupted by rapids: appearing, however, to be navigable as high as its soil can afford products for markets. Settlements have been formed, and wheat and various other crops are cultivated on its low lands, but not near its precipitous banks.

Having thus briefly described the extent of river navigation, and, in a previous part, the extent of lake navigation, we will now sketch the progress and extent of water communication by canals.

CHAPTER XV.

CANALS AND RAILROADS OF THE UNITED STATES.

THE first canals in Europe were constructed in Italy, and to a far greater extent in Holland. England had ⁶10 until 1760, when the enterprising Duke of Bridgewater succeeded in ¹⁵undertaking which was at the time considered an act of wrong-headed indiscretion.

The first attempt to construct canals, unless it were by small cuts from the or hawk river, in the United States, was the Middlesex canal, in Massachusetts, completed in 1804; and in Pennsylvania, in 1810 and 1811, the Schuylkill and Susquehanna companies were organized for the purpose of opening a water communication between the Susquehanna and the great lakes. Four to five hundred thousand dollars were expended by these companies; but subscriptions failed, and, in 1795-6, the works were abandoned.

The great canal of America is that which has opened a water communication between the River Hudson and Lake Erie. Connecting by water the great lakes with the Atlantic, is said to have been conceived by a man, of whom the state of New York is justly proud—Gouverneur Morris.

The surveyor-general of the state, De Witt, and others, entertained the project, with the full conviction of its practicability, and, with this view, in 1808, the legislature of New York ordered surveys, to ascertain the most practicable line, to be made. In 1810, Gouverneur Morris, Stephen Van Rensselaer, De Witt Clinton, Simeon De Witt, William North, Thomas Eddy, and Peter B. Porter, were appointed commissioners for that purpose; the names of Robert R. Livingston and Robert Fulton were added in 1811.

In pursuance of their instructions from the New York legislature, they applied to Congress, and to some of the other states; and the project was treated with ridicule, and as impracticable. But they were men not to be discouraged; and their report to the legislature, in 1812, is remarkable for intelligence, judgment, and forecast. They boldly, after calculating the estimated expense, predicted that the tolls would amply repay the state expenditure. This report states that—

“ It is impossible to ascertain, and it is difficult to imagine, how much toll would be collected. The amount of transportation might be estimated, by subjecting probabilities to calculation. But, like our advance in numbers and wealth, calculation outruns fancy. Things, which twenty years ago any man would have been laughed at for believing, we now see.

"At that time the most ardent mind, proceeding on established facts, by the unerring rule of arithmetic, was obliged to drop the pen at results, which imagination could not

embrace. Under circumstances of this sort, there can be no doubt that those *microcosmic minds, which, habitually occupied in the consideration of what is little, are incapable of discerning what is great*; and who already stigmatised the proposed canal as a romantic scheme, will not unsparingly distribute the epithets, absurd, ridiculous, chimerical, on the estimate of what it may produce. The commissioners must, nevertheless, have the hardihood to brave the sneers and sarcasms of men, who, with too much pride to study, and too much wit to think, undervalue what they do not understand, and condemn what they cannot comprehend.

"Viewing," the commissioners add, "the extent and fertility of the country with which this canal is to open a communication, it is not extravagant to suppose, that when settled, its produce will equal the present of the Atlantic States; because it contains more land, and that land of a superior quality than the sea."

The commissioners, after stating certain facts as the ground of their estimate, say—

"Standing on such facts, is it extravagant to believe that New York may look forward to the receipt (at no distant day) of one, or two millions of dollars net revenue from this canal? The life of an individual is short. The time when those who make this report will have passed away. But no time is fixed for the life of a state; and the first wish of a patriot's heart is, that his may be immortal."

"But whatever limit may have been assigned to the duration of New York, by those eternal decrees which established the heavens and the earth, it is hardly to be expected that she will be blotted from the list of political societies, before the effects here stated shall have been sensibly felt. And even when, by the flow of that perpetual stream which bears all human institutions away, the constitution shall be dissolved, and our laws be lost, still the mountains will stand, the same rivers will flow, new moral combinations will be formed on the old physical foundations, and from all parts of remote posterity, after a lapse of 10,000 years, and the repeated revolutions, when the records of history shall have been obliterated, and the tongue of man and monster converted (as in China) the shadowy remembrance of ancient events, in the tales of miracle, this national work shall remain. It shall bear testimony to the genius, the learning, the industry, and intelligence of the present age."

Gouverneur Morris may proudly claim the honour of projecting this great undertaking. To De Witt Clinton is certainly due the credit of its execution. In conjunction with his able colleagues, he persevered against a powerfully combined opposition of party, of prejudice, and of ignorance. The war between the United States and Great Britain, which broke out soon after the presentation of their report, prevented the commencement of operations on the line projected for the canal until 1817. On the 4th day of July of that year, the first excavation was made, and the canal was completed in October, 1825, at an expense of 9,027,456 dollars. In October, 1817, a canal, connecting the waters of Lake Champlain with the Erie canal, nine miles from Albany, a distance of sixty-three miles, was commenced, and finished at the close of 1823, at an expense of 1,179,871 dollars.

In eight years, a period far short of the most sanguine expectation of the commissioners, and contrary to the ignorant and prejudiced opinions of the public, the tolls exceeded the estimated returns.

Before proceeding to an account of the canals of each particular state, we will introduce a brief view of the railroads.

RAILROADS OF THE UNITED STATES.—The first attempts to construct rail-

roads were made in 1928. Tramroads were made previously for the transportation of coal, stone, and other heavy articles.

TABLE of the principal Railways in operation in the United States, in 1840.

NAME.	COURSE.	When opened.	Length in Miles.	Whole length in each State.	NAME.	COURSE.	When opened.	Length in Miles.	Whole length in each State.	
MAINE.					Brought forward..... 1159					
Bangor and Orono..	From Bangor to Orono.....	1836	10	10	PENNSYLVANIA (cont.)					
NEW HAMPSHIRE.					Mill Creek.....	Port Carbon to Mill Creek ..	..	7	24
Nashua and Lowell..	Nashua to Lowell.....	1838	15	15	Mitchill & Schuylkill.....	.....	..	20	
MASSACHUSETTS.					Pine Grove.....	Pine Grove to coal mines ...	..	24	1831
Quincy.....	Quincy quarries to Neponset River.....	1827	4	26	Little Schuylkill.....	Port Clinton to Tanamunga....	1831	23		
Boston and Lowell..	Boston to Lowell.....	1835	26	73	Lackawaxen.....	Lackawaxen canal to the River Lackawaxen.....	..	16½	1832	
Audover and Wilmington.....	Audover to the Boston and Lowell Railroad.....	1830	73	10	Westchester.....	Westchester to Columbia Railroad.....	1832	9		
Audover to Haverhill.....	Audover to Haverhill	1834	10	41	Philadelphia and Trenton.....	Philadelphia to Trenton.....	1833	26½	19	
Boston and Providence.....	Boston to Providence.....	1835	41	54	Ditto & Norristown Central Railway.....	Ditto to Norristown.....	1837	19		
Dedham Branch.....	Boston and Providence Railroad to Dedham.....	1835	2	59	Philadelphia & Reading.....	Pottsville to Danville.....	..	31½	40½	
Taunton Branch.....	Boston and Providence Railroad to Taunton.....	1836	11	54	Ditto and Baltimore.....	Philadelphia to Reading.....	..	40½		
Boston & Worcester Western Railway ..	Boston to Worcester.....	1835	43	36	DELAWARE.					
Worcester and Norwich.....	Worcester to Springfield ..	1839	54	295½	Newcastle & Frenchtown.....	Newcastle to Frenchtown....	1832	16	16	
Eastern Railroad.....	Worcester to Norwich.....	1839	36	47	MARYLAND.					
RHODE ISLAND.					Baltimore and Ohio.....	Completed to Harper's Ferry, with branches.....	1835	86	30	
Providence and Stonington	Providence to Stonington...	1837	47	80	Winchester.....	Harper's Ferry to Winchester ..	..	30	
CONNECTICUT.				40	Baltimore and Port Deposit.....	Baltimore to Port Deposit....	..	34½	1835	
Hartford and New Haven.....	Hartford to New Haven.....	1830	40	40	Ditto & Washington.....	Ditto to Washington.....	1837	40		
Housatonic.....	Bridgeport to New Milford ..	..	40	16	Ditto & Susquehanna.....	Ditto to York.....	1837	50½	249½
NEW YORK.				16	VIRGINIA.					
Mohawk & Hudson..	Between the Rivers Mohawk and Hudson.....	1832	16	22	Chesterfield.....	Richmond to Chesterfield coal mines.....	..	13	39	
Saratoga to Schenectady.....	Saratoga to Schenectady	1832	22	3	Petersburg and Roanoke.....	Petersburg to Blakely, on the Roanoke .....	..	39	
Rochester.....	Rochester to Carthage.....	1833	3	29	Winchester and Port Deposit.....	Winchester to Harper's Ferry ..	..	30	77½
Ithaca and Oswego.....	Ithaca to Oswego.....	1834	29	24½	Portsmouth & Roanoke.....	Portsmouth to Weldon.....	..	77½		
Rensselaer and Saratoga.....	Troy to Balston.....	1835	24½	77	Richmond, Fredericksburg, and Portomac.....	Richmond to Fredericksburg.....	..	88	13	
Utica and Schenectady.....	Utica to Schenectady	1836	77	21	Manchester.....	Richmond to coal mines.....	..	13		
Buffalo and Niagara.....	Buffalo to Niagara Falls.....	1837	21	7	SOUTH CAROLINA.					
Harlem.....	New York to Harlem.....	1837	7	24	S. Carolina Railroad.....	Charleston to Hamburg on the Savannah.....	1833	136	136	
Lockport & Niagara.....	Lockport to Niagara Falls.....	1837	24	12	GEORGIA.					
Brooklyn & Jamaica.....	Brooklyn to Jamaica.....	1837	12	20	Altamaha & Brunswick.....	Altamaha to Brunswick....	..	12	12	
Auburn & Syracuse.....	Auburn to Syracuse.....	..	20	68	ALABAMA.					
Catskill and Canajoharie.....	Catskill to Canajoharie.....	..	68	45	Tuscumbia and Decatur.....	Muscle Shoals, Tennessee river.....	..	46	46	
Hudson & Berkshire.....	Hudson to the boundary of Massachusetts.....	..	30	404½	LOUISIANA.					
Tonawanda.....	Rochester to Attica.....	..	45	61	Pontchartrain.....	New Orleans to Lake Pontchartrain.....	1831	5	6	
NEW JERSEY.				16½	Carrollton.....	New Orleans to Carrollton..	..	6		
Camden and Amboy.....	Camden to Amboy.....	1832	61	31	KENTUCKY.					
Paterson.....	Paterson to Jersey.....	1834	16½	20	Lexington & Ohio.....	Lexington to Frankfort.....	..	29	50	
New Jersey.....	Jersey City to New Brunswick.....	1830	20	54	Frankfort & Louisville.....	Frankfort to Louisville.....	..	50		
Morris and Essex.....	Morristown to Newark.....	..	54	78	Total length in miles.....					
PENNSYLVANIA.				82	Carried forward, total..... 1159½					
Columbia.....	Philadelphia to Columbia.....	..	82	36	VOL. III.					
Alleghany.....	Hollidaysburg to Johnstown, over the Alleghenies.....	..	36	5	TABLE of the principal Railways in operation in the United States, in 1840.					
Mauch Chunk.....	Mauch Chunk to the coal mines.....	1824	5	13	TABLE of the principal Railways in operation in the United States, in 1840.					
Room Run.....	Mauch Chunk to the mines.....	..	54	179	TABLE of the principal Railways in operation in the United States, in 1840.					
Mount Carbon.....	Mount Carbon to the mines.....	1830	78	1159½	TABLE of the principal Railways in operation in the United States, in 1840.					
Schuylkill Valley.....	Port Carbon to Tuscarora, with numerous branches.....	..	30	4 K	TABLE of the principal Railways in operation in the United States, in 1840.					
Schuylkill.....	.....	..	13	46	TABLE of the principal Railways in operation in the United States, in 1840.				

List of Railways then in Progress in the United States.

NAME.	COURSE.	Length in Miles.	NAME.	COURSE.	Length in Miles.
Haverhill and Exeter....	NEW HAMPSHIRE. Haverhill to Exeter.....	18	Greensville and Roanoke	Bright forward ..	893
Newburyport and Portsmouth	Newburyport to Portsmouth	24		VIRGINIA.	18
Old Colony	MASSACHUSETTS. Taunton to New Bedford.	20	Charleston & Cincinnati.	Charleston to Cincinnati.	500
Western	Springfield to New York line	63	Augusta and Athens.....	Augusta to Athens.....	100
Western	CONNECTICUT. Hartford to Springfield ..	27	Macon and Forsyth	Macon to Forsyth	25
Long Island	NEW YORK. Jamaica to Greenport....	50	Central Railroad.....	Savannah to Macon.....	200
New York and Erie.....	New York to Lake Erie..	50	Montgomery and Charta-		
Saratoga and Washington	Saratoga to Whitehall....	41	hooche	ALABAMA.	80
Elizabethtown and Belvidere	NEW JERSEY. Elizabethtown to Belvidere	60	Mississippi Railroad	MISSISSIPPI. Natchez to Canton.	150
Burlington & Mount Holly	Burlington to Mount Holly	7	Bowling Green and Bar-	KENTUCKY.	
Oxford	PENNSYLVANIA. Columbia railroad to Port Deposit.....	38	ren River	Bowling Green to Barren River	14
Tioga	Chemung canal to Tioga coal mines.....	40	Mad River & Lake Erie.	OHIO. Dayton to Sandusky	153
	Carried forward, total	893	Sandusky & Monroeville.	Sandusky to Monroeville.	16
			Detroit and St. Joseph...	MICHIGAN. Detroit to the River St. Joseph	200
				Total length	2346½

TABLE, showing the Number of Railroads in the United States, Miles in operation, Total Number of Miles, Number of Locomotives, Amount expended, Amount required for completion, Total Cost, and the Average Cost per Mile, from the Report of Von Gerstner, carried up to 1840.

STATES.	Roads.	Miles now in operation.	Total miles of railroad.	Loco- motives.	Amount already expended.	Amount re- quired for completion.	Total cost.	Average Cost per Mile.
	number.	number.	number.	number.	dollars.	dollars.	dollars.	dollars.
Maine.....	1	10	10	2	200,000	....	200,000	20,000
New Hampshire.....	1	14½	29½	2	610,000	300,000	910,000	31,111
Massachusetts.....	14	270½	365½	52	11,100,000	2,435,000	13,535,000	37,055
Rhode Island.....	1	47½	47½	6	2,500,000	....	2,500,000	52,632
Connecticut.....	3	94	182	7	1,905,000	1,000,000	2,905,000	19,079
New York.....	38	453½	1317½	45	11,311,800	10,503,000	21,814,800	16,570
Pennsylvania.....	48	876½	850½	114	18,070,000	5,042,000	23,112,000	27,183
New Jersey.....	7	192	196	37	5,547,000	100,000	5,647,000	28,825
Delaware.....	1	16	16	6	400,000	....	400,000	25,000
D Maryland.....	8	27½	739½	44	12,400,000	10,600,000	23,000,000	30,700
Virginia.....	10	341	369	42	5,201,000	250,000	5,451,000	14,772
North Carolina.....	3	247	247	11	3,163,000	....	3,163,000	12,806
South Carolina.....	2	136	202	27	3,200,000	800,000	4,000,000	19,802
Georgia.....	4	211½	740½	17	5,458,000	4,320,000	9,778,000	19,265
Florida.....	4	58½	217	5	1,420,000	2,400,000	3,820,000	17,004
Alabama.....	7	51	432½	3	1,222,000	3,434,000	4,656,000	10,763
Louisiana.....	10	62	248½	20	2,806,000	1,834,000	4,640,000	18,680
Mississippi.....	5	50	210½	8	3,490,000	2,240,000	5,730,000	27,221
Tennessee.....	3	..	160½	0	1,100,000	685,000	1,785,000	13,860
Kentucky.....	2	32	96	2	647,000	1,250,000	2,197,000	22,885
Ohio.....	6	39	416	1	420,140	2,859,000	3,279,140	7,883
Indiana.....	2	20	246	2	1,375,000	3,245,000	4,620,000	19,512
Michigan.....	10	114	738½	8	1,806,000	5,633,000	7,439,000	10,222
Illinois.....	11	23	1421	2	1,832,000	15,177,500	17,009,500	11,970

CANALS AND RAILROADS OF THE NEW ENGLAND STATES.

In the separate description of these states, we have given an account of the public works and internal improvements of each (which see).

In MAINE, the Cumberland and Oxford canal, fifty miles long, was completed in 1829, at a expense of about 250,000 dollars. The Bangor and Orono canal, twelve miles long, completed in 1836.

The *Portland, Saco, and Portsmouth* railroad, communicates with the railroad to *Boston*. The railroad projected from Bangor to Portland would, if executed, complete the sea-coast line of railroads. This line of intercourse, north from Portland along the coast of Maine, is at present carried on by steamboats.

In NEW HAMPSHIRE, the canals are chiefly *cuts* with locks, for the improvement of the navigation of the Merimac river. The Massachusetts railroads pass over New Hampshire to Portsmouth, fifteen miles and three-quarters, and from Lowell to Nashua, and the Boston and Maine fourteen miles to Exeter.

MASSACHUSETTS.—For a detailed account of the railroads of this state, altogether 415 miles of which were completely in operation in 1843, see the separate account of Massachusetts. The whole length of the railroads of this state and of those communicating with them in other states, extending as far as Lake Erie, comprise 1203½ miles; see tabular statement, under the head of Public Works of Massachusetts. The Middlesex canal, from New Lowel on the Merimac to Boston, about thirty miles long, was the first canal executed in the United States. It was completed as early as 1801. It opens a further navigation by the Merimac and several canals (in all about fifteen miles) along that river to Concord, in New Hampshire.

In RHODE ISLAND the Blackstone canal extends through part of this state from Providence to Worcester in Massachusetts. The Providence and Boston railway, and the Providence and Stonington railway, forty-seven miles long, passes chiefly through this state.

In CONNECTICUT, the Farmington canal, from New Haven to the north boundary of the state, fifty-six miles; thence to Northampton, Massachusetts. At Enfield, a canal of five miles passes round the falls of the Connecticut river. The Norwich and Worcester railway extends fifty-eight miles and a half north through the state. The New Hartford and New Haven railway, thirty-six miles. The Housatonic railway, from Bridgeport to North Canaan, seventy-three miles; thence to West Stockbridge, Massachusetts.

Western (Massachusetts) railroad.—The tenth report of the directors of the Western Railroad corporation has been laid before the stockholders, and printed. It presents a very full and satisfactory account of the condition of the road and its finances, at the close of the year 1844. The capital authorised by the original charter, was 2,000,000 dollars; and it was increased 1,000,000 dollars by a subsequent act of the legislature of Massachusetts, the state subscribing for that amount—making the chartered capital 3,000,000 dollars; one-third owned by the state, and two-thirds by 1121 private stockholders.

TOTAL Expenditure to January 1, 1845.

WESTERN RAILROAD.	Construction.	Engines and Cars.	TOTAL.
Prior to January 1, 1844.....	dollars. cts. 5,181,505 93	dollars. cts. 576,022 79	dollars. cts. 5,757,528 88
In 1844.....	100,019 04	61,712 53	161,731 57
Total.....	5,281,524 99	637,735 32	5,919,260 35

ALBANY AND WEST STOCKBRIDGE RAILROAD.	Construction.	Total both Roads to Jan. 1, 1845.
Prior to January 1, 1844.....	dollars. cts. 1,753,530 28	dollars. cts. 7,511,059 66
In 1844.....	13,411 24	175,142 81
Total.....	1,766,941 52	7,786,202 47

COMPARATIVE Yearly Statement of Sundry Statistics of Transportation Business.
RECEIPTS.

TIME.	Passengers.	Merchandise.	Mails, &c.	TOTAL.	Increase per cent.
	dollars. cts.	dollars. cts.	dollars. cts.	dollars. cts.	
3 months in 1839.....	13,472 94	4,136 21	.....	17,609 15	
" 1840.....	70,820 79	38,359 78	3,166 82	112,347 39	
" 1841.....	113,841 85	64,407 14	4,000 00	182,248 99	
" *1842.....	226,446 83	226,674 61	19,566 84	512,088 28	
" 1843.....	275,139 64	275,696 19	23,046 68	573,882 51	12
" 1844.....	358,604 00	371,131 84	23,926 88	753,752 72	31½

TIME.	Expenses.	Increase per cent of ex-penses.	Balance of Re-ceipts.	Miles run.	Expense per mile, cents.	Total Number of Passengers.
	dollars. cts.	dollars.	dollars. cts.	number.	cents.	No.
3 months in 1839....	14,380 64	..	3,228 51	.....	.....	.....
" 1840.....	62,071 72	..	50,275 67	94,404	71 10-100	.....
" 1841.....	+132,501 45	..	49,807 54	165,100	65 46-100	.....
" *1842.....	266,619 30	..	246,068 98	397,295	67	190,430½
" 1843.....	303,973 06	14	269,909 45	441,608½	64½	200,395½
" 1844.....	314,974 20	3½	439,678 52	499,968	63 4-100	220,257½

* First year of opening through to Albany.

† As corrected in report of January, 1843, to include damages for collision of 1841.

From 1842 to 1843, the increase of receipts from passengers was 3½ per cent; increase from merchandise, 21½ per cent. From 1843 to 1844, the increase of receipts from passengers was 30½ per cent; increase from merchandise, 34½ per cent.

By reference to the tables of each year, it will be seen that the number of through-passengers is stated in 1844 less than in 1843. This is mainly owing to the fact that, in the greater part of 1843, the difference between the *through* and *way fare* was so great, that way-passengers, to a considerable extent, took through-tickets, and were thus registered as through-passengers. There was no inducement for such a practice in 1844. The whole number of tons, nett, carried one mile by the merchandise trains, was—

In 1844	tons.
1843	11,166,704
	9,414,621

Increase 1,752,083

The whole tonnage is equal to 71,581 tons carried over the whole length of the road, 156 miles. The number of miles run by merchandise trains in 1844 being 255,376, is equal to 1637 trips through, averaging 43½ tons each train. The through freight from Boston to Albany, in 1843, was 5268 tons; in 1844, 6764—increase, 1496. The amount of freight received at, and sent from, Boston, in connexion with the Western road, was—in 1844, 69,842 tons; in 1843, 56,376 tons; increase, 13,474 tons.

The number of barrels of flour, from Greenbush and vicinity, to Boston, was—

In 1844	barrels.
1843	154,413
	123,366—31,074

The whole number of barrels of flour sent from Greenbush to all stations, was, in 1844, 297,403. The amount charged on all merchandise forwarded eastward, from the Greenbush station, was—in 1844, 223,572 dollars; in 1843, 167,087 dollars; increase, 56,485 dollars.

The amount charged on merchandise forwarded from Greenbush eastward, in the month of January for three years, was—in 1843, 6622 dollars; 1844, 13,677 dollars; 1845, 20,216 dollars.

BOSTON AND WORCESTER RAILROAD.

STATEMENT of Income and Expenses, for the Year ending November 30th, 1844.

FREIGHT.	Boston and Worcester Road alone.	To and from Western Railroad.	To and from Northern and Western Railroad.	TOTAL.
Tons carried one mile	tons, 1,381,128	tons, 3,201,444	tons, 411,298	tons, 5,022,870
Earnings	dollars, 90,853	dollars, 83,802	dollars, 21,135	dollars, 195,820
Expenses	32,525	75,408	10,393	118,326
Nett income earned	58,328	8,394	13,742	80,494
PASSENGERS—	number.	number.	number.	number.
Passengers carried one mile	4,421,497	2,835,749	1,847,041	8,803,187
Equal to through	100,448	57,631	41,101	199,220
Receipts	dollars, 134,839	dollars, 59,250	dollars, 40,545	dollars, 234,634
Expenses	58,347	33,463	23,866	115,676
Nett passenger income	76,492	25,787	16,679	118,958
Mail, rent, &c. ....	....	....	....	8,739
Gross income and earnings	235,722	143,032	64,050	442,193
Total expenses	90,872	108,871	31,259	234,002
Total nett income	131,850	34,181	30,421	208,191

The earnings on freight are given above, and not the receipts on freight.

Maine and Housatonic Railroad.—The length of this road, as we learn from the report of the directors, of the 20th of June, 1844, from the tide-water at Bridgeport, to the north line of the state of Connecticut, is 73 90-100 miles. In this distance there are twelve regular stations for the receipt and discharge of passengers and freight, namely: at Stepney, Botsford's, Newtown, Hawleyville, Brookfield, New Milford, Gaylord's Bridge, Kent, Cornwall Bridge, West Cornwall, Falls Village, and North Canaan. The maximum grade is forty feet to the mile, but more than half the length of the road is passed on grades of under twenty-six feet to the mile. The total expenditure, for the construction of the road and appendages, is 1,244,122 dollars 91 cents. This expenditure, for a road of seventy-four miles in length, with an ample outfit of engines and cars, will bear a favourable comparison with any other railroad in the United States, of similar construction.

The capital stock, by the resolutions of the company, and in pursuance of the charter, has been extended to 1500 shares of 100 dollars each.

The whole subscription amounts to	shares.
No payments have been made on	8696
And but partial payments on	shares 195
	334

Making liable to forfeiture 529

And paid in full, and issued 8167

Should the shares liable to forfeiture be sold, and purchased by the company, it will hold for future subscription.

The stock now liable to forfeiture	shares.
And the unsubscribed shares	529
	6304

Making a total of 6833

The cash and bills receivable actually received for stock, are as follows:—

	dollars.	cts.
On 8167 shares, paid in full	816,700	00
On 334 „ in part	7,112	20

Total from capital stock 823,812 20

The board of directors request particular attention to the cost of the road, as stated, being

	dollars.	cts.
Cost	1,244,122	91
And the amount received from capital stock	823,812	20

As the difference between these two amounts 420,310 '71

forms the original debt of the company, and created its numerous embarrassments. This deficiency of capital, and consequent indebtedness, have compelled the company to prosecute its business on the most unfavourable terms; until, at length, it became more than probable that the whole property would be sacrificed to discharge the certified debt, scarcely exceeding in amount one-fifth of the cost of the road and appendages. Hence, also, arose the impression that the business of the company did not meet its expenses; and, because the profits of current business were not adequate, in two years, to reimburse one-fifth of what ought to have been capital, in addition to interest and expenses, that the whole enterprise was visionary, and the shares of no value. This disaster was, however, averted by the energy and confidence of those who, having embarked in the company with full knowledge of its resources and prospects, retained their belief in the intrinsic value of the road. The whole indebtedness of the company, with interest, to the 1st of June, 1844, amounts to 398,726 dollars 36 cents, qualified as follows:—

	dollars.	cts.
1st class—Certified notes, interest at seven per cent.	277,138	97
2nd „ Land claim notes, interest at six per cent.	20,797	34
3rd „ Claims secured by second mortgage, ditto	69,427	89
4th „ Demands with no special security	31,362	16

Total 398,726 26

It will be observed, that a debt of 420,310 dollars 71 cents, bearing interest in part from 1841, and all from 1842, is thus liquidated on the 1st of June, 1844, at 398,726 dollars 26 cents. The receipts from the business of the road have, then, not only paid all current expenses of its management and repairs, and also the completion of many appendages, essential for the extended demands of trade, but have also actually discharged the interest, and reduced the principal.

The following is a statement of the receipts of the road, for a period of five months, in each of the years 1842, 1843, and 1844:—1842, 32,310 dollars 27 cents; 1843, 55,652 dollars 4 cents; 1844, 68,148 dollars 30 cents.

Statistics of the Eastern railroad.—The annual report of the Eastern railroad has been distributed to the stockholders, and will be laid before the legislature of Massachusetts at its next session. From this report, we gather the following facts:—The whole cost of the road, in Massachusetts, has been 2,361,098 dollars. There has been received, from 18,000 shares, 1,800,000 dollars. State scrip, 500,000 dollars; and sundry accounts, 61,098 dollars. The Eastern, in New Hampshire, has cost 482,500 dollars. The trains of the two companies have made 8583 trips, amounting to 196,097 miles, and conveying 443,403 passengers; and on the Marblehead Branch, 34,531; making a total of 447,934 passengers transported during the past year. The receipts have been, from Marblehead Branch, 3460 dollars, and 293,401 dollars from main line of road. Of the whole receipts, 257,674 dollars were from passengers, 28,393 dollars from freight, 10,068 dollars from mails, and 124 dollars from incidental sources. The expenses have been 103,452 dollars; leaving the net earnings of both roads 193,308 dollars. To this amount, rents of real estate, and Portsmouth Bridge dividends, add 5,969 dollars; making a total of income, 199,278 dollars. The payments have been 25,000 dollars for interest on state scrip, 78,855 dollars for dividends on stock in January, and 79,887 dollars for dividends

payable on and after July 3rd. The sum of payments, 183,742 dollars, when deducted, leaves a balance of 15,535 dollars to profit and loss; which, with profits on sale of state scrip, 806 dollars; Boston depôt estate, 858 dollars; Cunard wharf, 2500 dollars; East Boston lands, 5864 dollars; and sundry estates, 313 dollars, makes an addition to surplus fund, after paying interest balances of 3132 dollars, to amount of 22,744 dollars. The old surplus on reserved fund was 19,920 dollars; and that account is now increased to 42,664 dollars. The report concludes by stating, as the result of the year's operations, a dividend of seven per cent, and an addition of 22,744 dollars to the surplus fund. The expenses of the company were 7202 dollars less than last year, and 46,012 dollars less than the year before last.

The Portland, Saco (Mobile), and Portsmouth (New Hampshire) railroad company was incorporated March 14, 1837; organised December 25, 1840; renewed November 25, 1845. It is fifty-one miles long, connects with the Eastern by a bridge over the Piscataqua river, at Portsmouth, and with Boston and Maine at South Berwick, thirteen miles east of Portsmouth. For the year ending November 30, 1843, it divided three and a half per cent; and, for the past year, six per cent. Its cost is not definitely settled, but will amount to about 1,200,000 dollars, a little over 23,000 dollars per mile. It is laid with a T rail, fifty-six lbs. to the yard; highest grades, thirty-five feet per mile. Passes through the towns of Keeting, Elliot, South Berwick, North Berwick, Wells, Kennebunk, Saco, Scarborough, to Portland.

Years.	Gross income. dollars. cts.	Net income. dollars. cts.
1843	89,997 08	47,165 98
1844	124,497 39	74,841 25

The number of miles run being severally 102,036 and 117,008, and the expenditure forty-seven cents, and forty-two and a half cents per mile run.

The Eastern railroad, extending from Boston to Portsmouth, New Hampshire, fifty-four miles, was partially opened August 28, 1838, and, for the whole distance, November 9, 1840, and has also a branch of three miles, to Marblehead.

	dollars. cts.	dollars. cts.
Gross income for 1844 . . . . .	. . .	337,238 46
Current expenses, 53 341-1000 per mile run. . . . .	. . .	109,318 86
From the road, net income . . . . .	. . .	227,919 60
From rents, &c. . . . .	. . .	6,661 14
Total . . . . .	. . .	234,580 74
Interest to state on 500,000 dollars loan	25,000 00	
Dividend in July	79,887 50	
„ January	91,300 00	
		196,187 50
		38,393 24
Sales of property over costs . . . . .	. . .	9,344 57
Surplus of 1844 . . . . .	. . .	47,737 81
Surplus previously . . . . .	. . .	39,310 30
Total surplus . . . . .	. . .	87,048 11

Number of miles run, 204,962; number of passengers, 544,994; average cost of carrying a passenger one mile, 1.166 cents; receipt from each company per mile, 3.351 cents.

Boston and Lowell railroad.—The distance from Boston to Lowell, by this road, is twenty-six miles. The total amount of capital paid in is 1,800,000 dollars. The amount of profits divided during the year 1844 was 144,000 dollars, in two dividends, of four per cent each, on a capital of 1,800,000 dollars. The amount of freight during the year has been much greater than in any preceding period, amounting to 151,731 tons. The freight

and passenger tariff has been reduced since the last annual report. It was formerly one dollar for passengers, in first-class cars ; it is now, in first-class cars, for passengers, from Boston to Lowell, seventy-five cents ; and fifty cents in second-class cars. Merchandise, generally, at one dollar fifty cents per ton ; if in cargoes, landed on the railroad wharfs at one dollar twenty-five cents per ton, without any charge for wharfage. Forty-five thousand four hundred and twenty tons were carried over this road for the factories, during the past year ; and the company have a special bargain with the Lowell factories. They are charged one dollar twenty-five cents for all cotton, wool, and goods made of those articles, and one dollar per ton for all other articles. The stockholders of the Western Branch railroad, incorporated in 1843, have transferred their rights and privileges to the Boston and Lowell company. This road begins seven miles from the depôt of the Lowell and Boston, out of the latter city. The road has a single track, with a heavy rail, of fifty-six lbs. to the yard, upon chesnut sleepers, seven feet long, and six inches in depth, two feet seven inches apart, resting upon a bed of clear gravel, two feet deep. The rails are in lengths of eighteen feet, and the joints are secured by a clasp chain of twenty lbs. weight.

The whole cost of the Boston and Lowell railroad, with its depôts, cars, engines, and appurtenances, and about fifty-eight miles of single track, amounts to 1,902,555 dollars 67 cents ; of which—

	dollars.	cts.
Land for tracks and land damages	73,909	48
Depôt lands and buildings	276,079	48
Engines and cars	127,238	43
Iron rails, bolts, and chairs	282,833	95
Bridges (sixty-six in number) and culverts	196,831	58
Road, excavation and embankment, trench walls, stone blocks and sleepers, laying rails, branch tracks at Lowell, superintendence, engineering, &c.	910,222	06
Woburn Branch railroad	35,440	68
Total	1,902,555	67

By the directors' report for 1844, it appears that the surplus on hand on the 30th of November, 1844, after paying the dividends of that year, amounts to 18,433 dollars 36 cents, which is the whole surplus remaining undivided, after nine of ten years' operations. The amount on hand in the year 1841, when it was largest, more than half of which was derived from withholding the winter dividend of 1836 (in which year only two per cent was divided), has been absorbed by the necessary expense of taking up and relaying the first track, on which too light a rail had originally been laid, as has been more fully stated in former reports. The cost of this work was 121,558 dollars 84 cents, and is spread over the three years 1841, 1842, 1843.

STATEMENT of Capital paid in at date, charged and credited to construction, and whole Cost of Construction at the end of each Year, from 1835 to 1844, inclusive.

November 30 of the years.	Capital paid in at that date.	Charged to construction in that Year.	Credited to construction in that Year.	Whole cost of construction at the end of the year.
	dollars.	dls. cts.	dls. cts.	dls. cts.
1835.....	1,200,000	.....	.....	1,312,239 54
1836.....	1,440,000	193,405 69	.....	1,505,645 33
1837.....	1,500,000	2,749 52	.....	1,508,394 75
1838.....	1,500,000	67,264 75	.....	1,575,659 50
1839.....	1,650,000	32,812 71	.....	1,608,476 21
1840.....	1,800,000	120,796 38	.....	1,729,242 59
1841.....	1,800,000	105,650 48	.....	1,834,893 07
1842.....	1,800,000	143,393 02	.....	1,978,286 09
1843.....	1,800,000	10,743 10	21,638 24*	1,863,746 16
1844.....	1,800,000	68,809 51	20,886 07† 78,758 72‡ 30,000 00§	1,902,555 67

* Cash received for old rail iron sold.

† Balance of interest account charged to expenses.

‡ Cost of rail iron for repairs, originally charged with rail iron for construction, and now transferred to its proper head.

§ Depreciation in value of engines and cars.

STATEMENT of the Receipts, Expenses, Dividends, Profits, Surplus, &c., in each Year, from 1835 to 1844.

Y E A R S.	Gross receipts from all sources.	Expenses.	Net profits.	Dividend of that year.	Rate per cent.	Surplus of the year.	Deficiency of the year.
	dollars. cts.	dollars. cts.	dollars. cts.	dollars.		dlrs. cts.	dlrs. cts.
1835.....	64,684 39	19,125 26	45,559 03	45,000	33	529 03	
1836.....	165,124 30	75,326 11	87,798 19	30,000	2	59,798 19	
1837.....	180,770 04	78,508 17	102,261 87	105,000	7	....	2,738 13
1838.....	191,778 57	75,597 94	116,180 63	105,000	7	11,180 63	
	241,219 94						
1839.....	0,190 03*	92,151 44	158,229 13	132,000	8	26,229 13	
	231,575 27						
1840.....	14,132 51*	41,400 17	154,307 61	138,000	8	16,307 61	
1841.....	267,341 34	119,469 32	148,072 02	144,000	8	4,072 02	
1842.....	278,310 08	165,174 79	113,135 89	144,000	8	....	30,864 11
		20,885 07†					
1843.....	277,315 06	109,360 84	74,303 29	144,000	8	....	69,696 71
		74,758 72†					
1844.....	316,009 58	139,293 88	147,615 70	144,000	8	3,615 70	
Total.....	2,238,492 31	1,059,058 95	1,149,433 36	1,131,000			

* Advance on 600 shares new stock sold at auction, for account of the corporation.

† Balance of interest account charged to expenses.

The cost of a share on the 30th of November, 1835, when the first annual settlement of accounts was made, after the opening of the road, including interest, at six per cent on the assessments from the time when they were laid, and deducting the dividend paid for the fraction of that year, amounted to 540 dollars 75 cents, or almost exactly eight per cent on the par value. Since then, in the nine years which have followed, the dividends have averaged 7.1-9 per cent on the par value of the shares.

THE Annexed Table of the Length, Cost, Receipts, Expenditures, &c., &c., of the Railroads in Massachusetts, is compiled for the *Merchants' Magazine*, from Annual Reports to the Legislature of Massachusetts. Deducting the Cost of the Fitchburg Railroad, which was only open to Acton, Twenty-seven Miles, on the 1st of October, 1844, the net Income was 7.11-100ths per cent upon their cost.

NAMES.	Length.	Cost.	Received from Passengers, in 1844.	Received from Merchandise, Mail, &c. &c., in 1844.	Total Receipts, in 1844.	Expenses.	Net Income.	Number of Miles run by Passenger Trains, in 1844.	Number of Miles run by Merchandise and other Trains, in 1844.	Total number of Miles, run in 1844.	Total Receipts per Mile, run in 1844.	Expenses per Mile, run in 1844.	Net Income per Mile, run in 1844.
	miles.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	miles.	miles.	miles.	dlrs.	dlrs.	dlrs.
Worcester....	44	2,014,078	234,634	193,803	428,437	233,273	195,164	140,000	79,723	220,023	1.94	1.05	0.89
Western.....	156	7,080,202	358,604	391,058	753,752	314,074	439,678	212,893	287,075	499,968	1.51	0.62	0.89
Norwich and Worcester....	68	2,170,365	135,655	89,853	225,508	75,054	150,454	113,319	44,949	158,268	1.43	0.47	0.96
Berkshire* ...	21	250,000	....	....	17,737	....	17,737	13,240	14,405	27,645			
Providence....	42	1,886,184	189,037	94,044	283,701	113,834	169,867	102,764	34,728	137,492	2.06	0.82	1.24
Taunton.....	11	250,000	22,325	27,500	50,105	24,945	25,160	13,944	7,626	21,670	2.32	1.15	1.17
New Bedford..	21	430,961	40,744	18,253	64,997	24,180	40,817	20,880	13,516	40,396	1.60	0.59	1.01
Lowell.....	26	1,800,000	165,284	151,025	316,309	169,203	147,616	100,243	61,111	160,374	1.92	1.03	0.89
Nashua.....	14	390,000	47,105	47,322	94,587	59,643	34,944	28,875	13,175	42,350	2.23	1.40	0.83
Boston and Maine.....	55	1,485,460	120,180	59,954	180,134	81,009	96,065	132,300	55,796	188,096	1.07	0.50	0.57
Eastern.....	55	2,388,044	253,762	53,476	337,238	109,318	227,920	158,790	46,172	204,962	1.64	0.53	1.11
Charlestown Branch.....	6	280,259	7,787	26,806	34,553	20,683	13,070	8,771	10,155	27,926	1.24	0.74	0.50
Fitchburg*....	49	1,150,000	23,447	20,312	42,759	15,924	26,835	27,000	27,724	55,824	0.78	0.28	0.50
Total.....	568	23,071,503	1,644,534	1,088,246	2,830,517	1,244,290	1,586,227	1,030,510	688,675	1,769,184	1.602	0.707	0.892

* Lot to Housatonic railroad.

† Open to Acton, twenty-seven miles, October 1st, 1844.

‡ Average.

CANALS AND RAILROADS OF NEW YORK.

THE ERIE CANAL.—This great work, by far the most important canal in the United States, extends from the tide waters of the Hudson river, at the city of Albany, to Lake Erie, terminating at the city of Buffalo. Its general course from Albany is a little north of west, passing up the valley of the Mohawk river, which it crosses at the lower aqueduct, then follows the left or north bank of the Mohawk for thirteen miles, which it recrosses at the upper aqueduct; thence pursues the south bank of the above river, through the counties of Schenectady, Montgomery, Herkimer, and Oneida, where it leaves the Mohawk valley, and continues west through the counties of Madison, Onondaga, Cayuga, the north-east angle of Seneca, Wayne, touching Ontario on the north at Port Gibson, Monroe, Orleans, Niagara, and Erie, where it terminates. Its whole length, including the basin at Albany, is 364 miles; passing through several flourishing towns and villages, many of which have sprung into existence since its completion. It is intersected by several lateral canals of much importance, all of them communicating with other navigable waters. At the Cohoes, in the town of Watervliet, it forms a junction with the Champlain canal; at Utica, it connects with the Chenango canal; at the village of Rome, with the Black River canal and Feeder; in the town of Vernon, with the Oneida Lake canal; at the village of Syracuse, with the Oswego canal; at the village of Montezuma, with the Cayuga and Seneca canal; and, at the city of Rochester, with the Genesee Valley canal. From Albany west there is a succession of locks, until what is termed the "long level" is reached, in the town of Frankfort, Herkimer county, elevated 425 feet above the Hudson, extending to Syracuse a distance of sixty-nine miles and a half, without any intervening lock; from thence the line descends, and then re-ascends until it reaches Rochester, elevated 506 feet, where there is another continued level of sixty-four miles. At Lockport, the canal ascends the mountain ridge, by five double combined locks, each 12.4 feet rise. Nine miles west of Lockport, the canal enters the Tonawanda creek, with which, for a distance of about ten miles, it is identified; at a further distance of twelve miles, this magnificent work unites with Lake Erie. Total rise from the Hudson river to Lake Erie, 560 feet; rise and fall, 692 feet. It was commenced in 1817, and finished in 1825, at a total cost of 10,731,595 dollars.

By an act of the legislature in relation to the Erie canal, passed May 11, 1835, directing the canal commissioners to enlarge and improve the Erie canal, the very expensive project of enlarging this previously great work, was adopted; the want of additional facilities for conducting the increased trade flowing through this channel having become apparent. Considerable progress has been made on this stupendous undertaking, which, when finished, will command the admiration of the civilised world. There was put under contract prior to January, 1839, more than 100 miles of the enlarged canal, including the heavy rock cutting at Lock-

port, with all the mechanical structures thereon, comprising more than fifty double and single locks, besides the five double combined locks at Lockport; the aqueduct over the Genesee river at Rochester; the two aqueducts over the Mohawk river; one over the Schoharie creek, and many others over smaller streams, including culverts, bridges, &c. The estimated cost of all the work for the enlargement of the Erie canal, is 23,284,931 dollars, of which there was put under contract up to 1841, 11,021,932 dollars, on which there has been paid 10,011,146 dollars; leaving a further expenditure of 13,273,784 dollars to be provided for. (See Tables hereafter.) The Enlarged Erie canal, is to be seven feet deep, and seventy feet wide on the surface, with a slope of two feet to one foot in the banks, leaving a width at the bottom of forty-two feet; with double locks eighteen feet wide, and 110 feet long. The present width of the old Erie canal is forty feet on the surface, and twenty-eight feet at the bottom, and four feet deep; the locks are fifteen feet wide, and eighty feet long.

The state legislature has authorised the construction of the following canals, at the time opposite to each one respectively, in the following table. The length of each canal, together with the number of locks and the number of feet of rise and fall, are also appended:—

CANALS.	Time when authorised.	Length.	TOTAL.	Locks.	Total Rise and Fall.
	years.	miles.	miles.	number.	feet.
Erie canal.....	1817	363	....	81	689
Albany basin.....	....	1			
Navigable feeder.....	....	8	372		
Champlain canal.....	1817	64			
Glen's Falls navigable feeder.....	....	12			
Pond above Troy dam.....	....	3	79	38	339½
Cayuga and Seneca canal.....	1825	21			
Navigable feeder.....	....	2			
Oswego canal.....	1825	....	23	11	80
Crooked lake canal.....	1829	....	8	14	123
Chemung canal.....	1829	23		27	269
Navigable feeder.....	....	10			
Chenango canal.....	1833	....	39	53	516
Genesee Valley canal.....	1836	....	97	116	1021
as estimated, will be.....	....	120			
of which there is unfinished, sixty-eight miles; finished and navigable.....	....	41			
Danville side-cut.....	....	11			
Black river canal and feeder.....	1836	....	52	114	1150
as estimated, will be.....	....	45	....	108	1080½
And is unfinished and suspended.	....			
Total unfinished and suspended canals.....	....	113			
Oneida lake canal and feeder, was purchased in.....	1840	....	6		
Total navigable canals belonging to the state.....	....	....	714		
Delaware and Hudson Canal Company have.....	....	....	84		
Total navigable canals in the state.....	....	....	798		

All the above state canals, except the Erie and Champlain, are known as the lateral canals, of which there were finished and navigable in 1842. . . 263 miles.

Unfinished and suspended 113 „

Total lateral canals 376 „

Add Erie and Champlain canals 451 „

Total finished and unfinished canals 827 „

Total number of boats on all the state canals, 2140; estimated tonnage thereof, 117,453 tons. Delaware and Hudson Canal company have about 700 boats.

	dlrs.	cts.	dlrs.	cts.
The Erie canal cost	7,143,789	86	7,143,789	86
It was estimated to cost	4,881,738	00		
Excess of cost over estimate	2,262,051	86		
Erie canal enlargement cost, thus far			13,291,616	00
Total			20,435,405	86
Revenue from the Erie canal, for the last fiscal year			1,730,614	74
Champlain canal cost	1,257,604	26	1,257,604	26
It was estimated to cost	871,000	00		
Excess of cost over estimate	386,604	26		
Revenue from Champlain canal for the last fiscal year			99,683	51
Total cost of Erie and Champlain canals			8,401,394	12
Cost of Erie enlargement, including interest			13,291,616	00
Total			21,693,010	12
Total revenue of Erie and Champlain canals			1,830,298	25

For the above estimates of the cost of the Erie and Champlain canals, see Canal Commissioners' Report for 1843, Canal Documents, vol. ii., p. 115.*

The Oswego canal, from Salina to Lake Ontario, connects the waters of that Lake with the Erie canal, partly by means of slack water navigation, the expense of which was 525,115 dollars.

Cayuga and Seneca canal from Geneva, on the Seneca lake, to Montezuma, on the Erie canal, was constructed at an expense of 214,000 dollars.

Chemung canal, from the head waters of the Seneca lake to Tioga point, the cost of which with its feeder was estimated, in 1833, at 335,849 dollars.

Crooked Lake canal, from a lake of that name to Seneca lake, cost 136,101 dollars. The Erie and Champlain canals have also navigable feeders.

The Champlain canal connects the Erie with Lake Champlain. The communication is through a grazing, rather than a grain country, fast parting with its forests contiguous to the navigable waters; and, as is before seen, sending to market a surplus annually.

* In 1792, nine years after the close of the Revolutionary war, the Western Company completed a water communication from Schenectady to the falls of the Oswego river, and boats of burden were passed to within twelve miles of Oswego. At Oswego falls there was a portage of a mile, and the navigation was resumed by a smaller class of boats at the foot of the falls to Lake Ontario.

The works of the Western Inland Lock Navigation Company, principally consisted of a series of locks and a canal, at the falls of the Mohawk at Little Falls, a canal, with locks, at Fort Stanwix, from the Mohawk river to Wood Creek (a tributary of Oneida lake and the Oswego river), and a series of locks and dams on Wood Creek.

A boat leaving Schenectady followed the course of the Mohawk river to Fort Stanwix, and passing by the canal at that place into Wood creek and Oneida lake, entered the Oswego river eleven miles south of the falls, and twenty-three miles from Oswego. There was but one portage in the whole distance (at Oswego falls) between Schenectady and Lake Ontario. However imperfect the navigation, as compared with that of the Erie canal, which superseded it, its influence upon the prosperity, the early and rapid settlement of western New York, is incalculable.

STATEMENT of deferred Works to carry out the New York Canal System.

KIND OF IMPROVEMENT.	Dist. Miles.	Document.	Number.	Year.	REMARKS.	Value.	Total Value.
						dls. cts.	dls. cts.
Canal around* Niagara Falls	10	Congress'	214	1836	Porter's storehouse to Lewiston	3,610,596 21	
					Gill creek route.....	4,616,423 47	
					Through artificial harbour	4,744,982 88	
					Lockport and Tonawanda route	5,041,725 48	5,041,725 48
Extension of Black river canal ..	31½	Assembly	..	1840	To Sackett's harbour.....	1,444,614 28	
	27½	.....	..	..	To Dexter.....	1,394,036 02	
	34½	.....	..	..	To French creek	1,327,874 07	
	79½	.....	..	..	Ogdensburg, Oxbow, and Oswegatchie	1,681,150 41	4,453,639 36
	72½	.....	..	..	Ogdensburg, <i>via</i> Gouverneur	2,315,199 87	
	72½	.....	..	..	" Little Oxbow landing	1,054,374 48	
Conewango canal, Buffalo to Pennsylvania line	82½	Assembly	160	1840	With stone locks	3,156,525 04	
Conewango extension to Warren	12	"	..	..	Woodlocks	2,469,213 60	3,365,738 64
Oneida River improvement	19	"	189	1839	Locks, towing-path and dams...	100,030 00	100,030 00
Extension of Chemung canal feeder	3	"	244	1838	.....	49,500 00	49,500 00
Extension of Chemung canal, south	17½	"	32	1840	To Pennsylvania line	391,056 67	391,056 67
Extension of Chemung canal, south	39½	"	116	1839	To Tioga point.....	436,460 65	436,460 65
Overflowed lands on Tonawanda and Ellicott creeks .....	..	"	124	1838	.....	289,517 08	289,517 08
Genesee valley canal feeder .....	..	"	30	1838	.....	84,442 26	84,442 26
Hudson River improvement....	84	Senate	61	1840	Above Glen's falls.....	1,348,820 55	1,348,820 55
RAILROADS.							
Ogdensburg and Champlain	133.1	Assembly	43	1841	Au Sable route	2,714,003 89	
					Potsdam route.....	1,923,108 09	
					Norfolk route	1,778,459 24	
					Cars and engines	214,000 00	2,137,106 09
					In addition to former law	3,000,000 00	3,000,000 00
Erie railroad	446	.....	..	..	A loan asked for, of.....	750,000 00	750,000 00
New York and Albany	160	.....	..	..	Ditto	300,000 00	300,000 00
Saratoga and Whitehall .....	..	.....	..	..	.....
							21,748,057 78
Add enlargement recommended by Canal Board, Assembly document, April 8, 1839, adopting the estimates on the Erie enlargement, for Oswego canal, about.....						2,500,000 00	
Cayuga and Seneca canal about						1,300,000 00	
For giving an enlargement to the Champlain canal, corresponding to that recommended by the Canal Board for the above two canals						2,500,000 00	
(On the principle of contributing ratably to railroads. For the railroad from Albany to Goshen, say.....						500,000 00	
							6,800,000 00
Total.....						dls.	28,348,057 78

THE Cost of the Canals, and the Revenue received from them, during the Year ending September 30, 1843, are shown in the following Table.

CANALS.	Cost.	Revenue, for 1843.	Estimated Expenditures, for 1844.	Estimated Revenue, for 1844.
	dollars. cts.	dollars. cts.	dollars. cts.	dollars. cts.
Erie canal.....	7,143,789 00	1,730,614 74	1,236,305 29	1,985,726 38
Erie enlargement.....	13,291,616 00	99,683 51	47,065 20	30,300 00
Champlain canal.....	1,257,604 26	29,147 35	24,250 00	17,000 00
Oswego canal.....	665,437 35	10,557 15	52,431 60	9,000 00
Cayuga and Seneca canal.....	236,804 74	460 82	10,400 00	1,300 00
Crooked Lake canal.....	156,776 90	8,140 26	141,155 66	13,000 00
Chemung canal.....	641,000 58	13,323 54	83,600 83	
Chenango canal.....	2,417,000 00			
Black River canal.....	1,511,967 00			
Genesee Valley canal.....	3,555,900 00	12,292 44	212,219 96	14,000 00
Oneida Lake canal.....	60,000 00	225 04	5,250 00	500 00
Oneida River improvement.....	69,432 57	257 01	3,270 89	
Total.....	30,885,029 26	1,910,701 86	1,815,852 43	2,070,826 38
The annual interest upon 30,885,029 dollars 26 cents, at five and a half per cent the average interest upon the present state debt, is				1,694,676 60
The net revenue from all the state canals, for the year ending 30th of September, 1843, after deducting the cost of the collection of tolls, and the maintenance of the canals, is.....				1,456,760 60
Deficit of the canals to pay five and a half per cent upon the cost.....				241,915 01

POPULATION of the Canal Counties at Three Periods, and of those Counties through which the Erie Railroad is to run.

ERIE RAILROAD COUNTIES.	Population.		CANAL COUNTIES.	Population.		
	1820	1840		1825	1850	1840
	number.	number.		number.	number.	number.
Chautauque.....	84,617	49,975	Niagara.....	14,060	18,485	31,132
Cattaraugus.....	16,726	28,872	Orleans.....	14,400	18,779	25,132
Alleghany.....	26,218	40,976	Monroe.....	39,108	49,902	61,902
Steuben.....	33,075	40,138	Wayne.....	26,761	33,553	42,037
Tioga.....	27,704	20,527	Cayuga.....	42,743	47,047	50,338
Broome.....	17,582	22,233	Onondaga.....	48,435	58,974	67,311
Delaware.....	32,933	35,398	Madison.....	35,646	39,037	40,808
Sullivan.....	12,372	15,699	Oneida.....	57,847	71,326	85,310
Orange.....	45,372	50,739	Herkimer.....	35,040	35,869	47
Rockland.....	9,388	11,975	Montgomery.....	39,700	43,595	35,874
			Albany.....	42,821	53,500	68,503
Total.....	255,927	320,604	Total.....	394,636	470,983	548,673

Extract from the Report of the Canal Company:—

"The Erie canal, as before stated, originally cost the sum of 7,143,789 dollars 86 cents. When the project of enlarging the Erie canal was first advanced to the public mind, what was understood by the idea of enlarging? When an individual speaks of enlarging his house, he means adding a wing to it, or erecting an additional story, or some similar increase of his accommodations. The idea of incurring an expense greater than the cost of a new house of the same size, would scarcely enter his mind—much less an expense several times greater than the original cost. Had it been at first proposed to build a new canal adjacent to the old one, of the same size, the people would have promptly objected to it, on the ground of the expense, and on the ground that if an additional communication were needed with the far west, a route for it, or for a railroad, would have been sought through some portion of the state, not accommodated with a communication to market. Much more would they have objected, had it been proposed to construct three or more new Erie canals, adjacent and parallel to each other. Experience in the enlargement shows that four or five new Erie canals could have been built, at an expense no greater than the enlargement will require. Thus the Erie canal enlargement, like the construction of the three last-named lateral canals, may be said to have stolen a march upon the public mind, and obtained a high vantage ground by insidious steps. The amount expended thus far on the enlargement, is 13,291,616 dollars (see Comptroller's Report of 1844, p. 6), and no one believes it is more than half accomplished, on the plan undertaken."

CLASSIFICATION of the Canal Debts according to the different Rates of Interest.

	Principal.	Annual Interest.
	dollars. cts.	dollars. cts.
At five per cent.....	14,872,009 93	743,600 50
At six per cent.....	1,892,145 23	112,762 44
At seven per cent.....	3,637,136 00	255,209 52
Total.....	20,411,291 18	1,111,662 46

More than 9,500,000 dollars of this debt is payable within five and a half years, viz. :—

	dollars. cts.
Six per cent of 1837	12,771 27
In January, 1834, temporary loan	18,967 00
On the 1st of July, 1845.....	1,700,897 68
After 1845, say January, 1846.....	2,362,035 00
On the 1st of July, 1846.....	571,304 00
On the 1st of July, 1848.....	1,584,736 00
On the 1st of July, 1849.....	2,149,400 00
On the 1st of July, 1850.....	1,256,000 00
Deduct available means on hand, 30th of September	9,656,611 61
Balance to be provided for in 5½ years.....	1,567,538 89
	7,660,072 72

One half of the mill tax, hereafter to be applied to the payment of the canal debts, will add to the revenues applicable to canal purposes, 275,000 dollars per annum, which for six years, makes a total of 1,650,000 dollars. The surplus revenues of the canals may yield 3,000,000 dollars for the same period, making a total of 4,650,000 dollars; deducted from 7,669,072 dollars, it leaves a balance of debt unprovided for at the close of the fiscal year, in 1850, of 3,019,072 dollars. If the canal fund realises the amount due from insolvent banks, 575,184 dollars, there would still remain 2,443,887 dollars unprovided for. In the three years succeeding 1850, the amount of canal debt falling due is only 70,000 dollars.

A LIST of the Places on the Junction and Erie Canals, and their Distance from each other.

NAMES OF PLACES.	DISTANCE FROM—					NAMES OF PLACES.	DISTANCE FROM—				
	Place to place.	Albany.	Utica.	Rochester.	Buffalo.		Place to place.	Albany.	Utica.	Rochester.	Buffalo.
Albany	0	0	110	209	364	Geddes	2	173	63	96	191
Port Schuyler	1	5	105	204	359	Bellevue	4	177	67	92	187
Washington (Gibbonsville)	1	6	104	203	358	Nine-mile creek	1	178	68	91	186
West Troy	1	7	103	202	357	Camillus	1	179	69	90	185
Junction	2	9	101	200	355	Canton	5	184	74	83	180
Cahoon	1	10	100	200	354	Peru	2	186	76	81	178
Lower aqueduct	3	13	97	256	351	Jordan	4	190	80	79	174
Willow Spring	6	19	91	250	344	Cold Spring	1	191	81	78	173
Upper aqueduct	7	26	84	243	334	Weedsport	5	196	86	73	168
Schenectady	4	30	80	239	334	Centreport	1	197	87	72	167
Rotterdam	0	39	71	230	325	Port Byron	2	199	89	70	165
Phillip's locks	5	44	66	225	320	Montezuma (Lakeport)	6	205	95	64	159
Amsterdam	3	47	63	222	317	Lockpit	6	211	101	58	153
Scholastic creek	5	50	58	217	312	Clyde	5	216	106	53	148
Smithtown (Auriesville)	2	54	66	215	310	Lock Berlin	5	221	111	48	143
Caughnawaga (Fultonville)	3	57	53	212	307	Lyons	4	225	115	44	139
Big Nose	7	61	40	205	300	Lockville	6	231	121	38	133
Spraker's basin	2	66	44	203	298	Newark	1	232	122	37	132
Canajoharie	3	60	41	200	295	Port Gibson	3	235	125	34	129
Fort Plain	3	72	38	197	292	Palmira	5	240	130	29	124
Diefendorf's landing	3	75	33	194	289	Macedonville	4	244	134	25	120
Minden dam (St. Johnsville)	2	77	33	192	287	Wayneport (Harrager's basin)	3	247	137	22	117
East Canada creek	4	81	29	188	283	Perrinton (Lindel's bridge)	2	249	139	20	115
Indian Castle (Nowandaga cr.)	2	83	27	186	281	Perrinton Centre (Col. Peters')	1	251	141	18	113
Fink's ferry	3	86	24	183	278	Fairport	1	252	142	17	112
Little Falls	2	88	22	181	276	Fullham's basin	1	253	143	16	111
Raukin's lock (No. 7)	3	91	19	178	273	Rushnell's basin	3	256	146	13	108
Herkimer lower bridge	4	95	15	174	269	Patsford	3	259	149	10	105
Herkimer upper bridge	1	96	14	173	268	Billinghast's basin	4	263	153	6	101
Fulmer's creek	1	97	13	172	267	Lock No. 3	2	265	155	4	99
Morgan's landing	1	98	12	171	266	Rochester	4	269	159	0	95
Steele's creek	1	99	11	170	265	Brockway's	10	270	169	10	85
Frankfort	2	101	9	168	263	Spencer's basin	2	281	171	12	83
Ferguson's	6	107	3	162	257	Adams' basin	3	284	174	15	80
Utica	3	110	0	159	254	Cooley's basin	3	287	177	18	77
York mills (Wetmore's)	3	113	3	156	251	Brockport	2	289	179	20	75
Whitesboro'	1	114	4	155	250	Holley	5	294	184	25	70
Oriskany	3	117	7	152	247	Scio	4	298	188	29	66
Rome	6	125	15	144	239	Albion	6	304	194	35	60
Wood cr. aqueduct (Port Bull)	2	127	17	142	237	Gaines' basin	2	306	196	37	58
Hawley's basin	2	129	19	140	235	Eagle harbour	1	307	197	38	57
Stony creek	1	130	20	139	234	Long bridge	2	309	199	40	55
New London	2	132	22	137	232	Knowlesville	2	311	201	42	53
Higgins'	4	136	26	133	228	Road culvert	1	312	202	43	52
Loomis'	2	138	28	131	226	Medina	3	316	205	46	49
Oneida creek (Durhamville)	3	141	31	128	223	Shelby basin	3	318	208	49	46
Canastota	5	146	36	123	218	Middleport	3	321	211	52	43
New Boston (Canasauga)	4	150	40	119	214	Reynold's basin	2	324	214	55	40
Chittenango	3	153	43	116	211	Gosport	2	326	216	57	38
Pool's brook	3	156	46	113	208	Lockport	7	328	218	64	31
Little lake	2	158	48	111	206	Pandleton	7	340	230	71	24
Kirkville	2	160	50	109	204	Welch's	2	342	233	73	23
Mantius (Reels)	2	162	52	107	202	H. Brockway's	4	346	236	77	18
Limestone feeder	1	163	53	106	201	Townawanta	6	352	242	83	12
Orville feeder	2	165	55	104	199	Lower Black Rock	8	360	250	91	4
Lodi	5	170	60	99	194	Black Rock	1	361	251	92	3
Syracuse	1	171	61	98	193	Buffalo	3	364	254	95	0

28.90 chains over, to Lake Erie—Big Buffalo creek harbour.

ARTICLES.	Rates for 1844.		Minimum Rates fixed by the Com. of the State.	ARTICLES.	Rates for 1844.		Minimum Rates fixed by the Com. of the State.
	ct. m. fr.	ct. m. fr.			ct. m. fr.	ct. m. fr.	
AGRICULTURAL PRODUCTIONS, &c.				BOATS AND PASSENGERS.			
36 On cotton and wool, per 1000 lbs. per mile	0	4	5	0	4	46	
37 On live cattle, sheep, and hogs, per 1000 lbs. per mile	0	4	5	0	4	46	
38 On horses (and each horse when not weighed, to be computed at 500 lbs.) per 1000 lbs. per mile	0	5	0	0	4	46	
39 On rags, per 1000 lbs. per mile	0	4	5	0	4	40	
40 On hemp, manilla, and unmanufactured tobacco, per 1000 lbs. per mile	0	4	5	0	4	46	
41 On pressed hay, per 1000 lbs. per mile	0	2	3	0	4	46	
42 On wheat and all other agricultural productions of the United States, not particularly specified, and not being merchandise, per 1000 lbs. per mile	0	4	5	0	4	46	
43 On merchandise, per 1000 lbs. per mile	0	9	0	0	8	92	
ARTICLES NOT ENUMERATED.				CONSTITUTIONAL RATES.			
44 On all articles not enumerated or excepted, passing from tide water, per 1000 lbs. per mile	0	0	0	0	4	5	0
45 On all articles not enumerated or excepted, passing towards tide water, per 1000 lbs. per mile	0	4	5	0	4	46	
				On boats made and used chiefly for the transportation of property, on each ton of their capacity, per mile			
				49 On all persons over ten years of age, per mile			
				50 On articles of the manufacture of the United States, going towards tide water, although they may be enumerated in the foregoing list, per 1000 lbs. per mile			

NAME OF NEW YORK ROADS.	Miles.	Cost of Construction.	Annual Expenditure.	Receipts from Passengers, Mails, &c.	Excess of Receipts.	Dividends.	Receipts from all Passengers	Income from all sources.
	No.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Mohawk and Hudson	17	1,317,802 51	34,040 60	217,172 32	182,131 03	none	66,293 81	150,878 51
Utica and Schenectady	74	2,108,665 00	132,838 41	384,391 50	251,553 18	160,000 00	306,278 65	78,112 84
Syracuse and Utica	53	1,151,575 08	71,068 81	104,532 32	123,463 51	80,000 00	181,647 34	12,884 98
Auburn and Syracuse	20	764,696 00	44,193 76	96,737 88	52,544 12	31,547 00	80,553 17	16,184 71
Auburn and Rochester	78	1,796,342 49	85,000 12	237,667 38	152,007 26	105,000 00	215,246 95	22,420 43
Tonawanda	43	727,331 87	38,311 93	111,177 28	75,865 35	23,333 33	92,689 96	21,538 22
Attica and Buffalo	31	336,211 37	25,215 10	73,248 14	48,033 04	....	64,389 97	8,908 17
Saratoga and Schenectady	22	303,658 06	26,209 03	35,747 64	9,538 61	....	28,067 55	7,680 09
Schenectady and Troy	20 1/2	640,790 00	33,560 81	32,862 59	Def. 608 00	none	31,067 25	1,795 34
Rensselaer and Saratoga	25	475,801 10	29,830 89	41,931 64	12,400 75	10,500 00	23,638 61	18,293 03
Long Island	96	1,610,221 00	94,400 47	153,455 83	58,995 36	none	143,300 99	10,154 84
New York and Erie	53	4,762,424 77	66,945 00	126,020 44	50,075 44	none	46,178 81	79,841 60
New York and Harlem	27	1,204,840 00	78,286 11	140,084 90	62,308 79	none	138,190 04	2,494 86
Albany and West Stockbridge	38 1/2	1,768,687 95	15,431 08					
Hudson and Berkshire	31	575,513 00	24,000 00	35,029 64	11,029 64	....	9,088 00	25,941 00
Total	638 1/2	19,600,737 30	799,752 81	1,883,658 50	1,100,016 68	....	1,426,530 33	467,128 62

NAME OF ROAD.	Through Passengers.	Way Passengers.	Miles run by all Trains.	Miles run by Freight Trains.	Loco-motives.	Passenger cars.	Freight cars.	Mail and other cars.	Machine shops.	Horses.	Men employed.	Repairs, &c.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	dollars.
Mohawk and Hudson	132,695	none	34,112	27,400	0	..	65	34	1	8	93	68,780
Utica and Schenectady	101,210	80,634	126,575	38,333	12	41	70	..	1	3	120	128,850
Syracuse and Utica	82,038	39,708	87,000	20,000	0	..	97	..	..	..	85	66,800
Auburn and Syracuse	80,538	9,718	41,548	7,858	3	..	18	..	..	..	45	38,530
Auburn and Rochester	80,512	70,857	128,690	30,407	10	..	17	..	2	4	136	100,300
Tonawanda	32,982	26,570	49,880	8,200	5	12	52	3	1	4	84	43,610
Attica and Buffalo	64,646	9,303	30,256	7,559	..	..	..	..	..	..	..	19,150
Saratoga and Schenectady	14,541	23,424	33,166	..	3	6	10	..	1	4	24	25,810
Schenectady and Troy	60,877	48,408	42,245	..	3	7	19	24	1	none	27	20,410
Rensselaer and Saratoga	10,871	18,088	20,090	6,500	3	15	20	..	none	8	29	22,360
Long Island	130,000	thr. & w.	89,856	28,404	11	22	63	10	2	12	100	No report
New York and Erie	11,976	68,044	57,302	41,690	8	6	25	4	1	none	112	do.
New York and Harlem	no acc.	no acc.	123,616	no acc.	7	34	5	..	1	137	150	do.
Albany and W. Stockbridge .....	..	..	54,838	76,780	none	4	none	..	1	none	none	do.
Hudson and Berkshire	3,085	14,367	34,180	P. & fri.	4	..	36	..	1	4	33	do.
Total	6	....	902,398	298,131	..	..	..	..	..	..	..	..

CANALS AND RAILROADS OF PENNSYLVANIA.

Canals and Railroads constructed by the State.—In 1791, a report was made by a committee of the legislature, recommending the improvement of the Delaware, Lehigh, and Lackawana rivers; a canal from the Schuylkill to the Susquehanna, by way of the Tulpehocken and Swatara; the improvement of the Susquehanna, with its north and west branches, and a connexion by way of the Sinnemahoning between the west branch of Susquehanna and the Alleghany river and Lake Erie. A portage connexion was also proposed from the head waters of the Juniata to those of the Conemaugh, in order to form a communication from the Susquehanna to Pittsburg. As railroads were then unknown, it was proposed to connect the canals by means of good turnpike-roads across the dividing summits.

Nothing was done by the state on the subject of internal improvements until 1824, when an act was passed authorising the governor to appoint three commissioners to explore a route for a canal from Harrisburg to Pittsburg, by the waters of the Juniata and Conemaugh rivers; and also the route for a connexion by way of the west branch of Susquehanna and Sinnemahoning, with the waters of the Alleghany river. An examination of the country between the Schuylkill and Susquehanna, through the great valley of Chester and Lancaster counties, was also directed; together with a route "beginning at a point on the river Schuylkill, in the county of Schuylkill, thence by Mahanoy creek, the river Susquehanna, the Moshannon, Clearfield, and Black Lick creeks, the Conemaugh, Kiskiminetas, and Alleghany river to Pittsburg."

In 1825, an act was passed authorising the appointment of a board of canal commissioners, and directing the following additional surveys to be made: "one from Philadelphia through Chester and Lancaster counties, and thence by the west branch of the Susquehanna and the waters thereof to the Alleghany and Pittsburg; also from the Alleghany to Lake Erie; one other from Philadelphia by the Juniata to Pittsburg, and from thence to Lake Erie; one from the city of Philadelphia to the northern boundary of the state towards the Seneca or Cayuga lake; one through Cumberland and Franklin counties to the Potomac river; and one by the Conococheague, or Monocacy and Conewago to the Susquehanna." A survey was also directed, by the same act, to be made through the county of Bedford, to connect the route of the proposed Chesapeake and Ohio canal with the Juniata route.

By the act of the 25th of February, 1826, the canal commissioners were directed "to locate and put under contract a canal on the east side of the Susquehanna river, from the mouth of the Swatara to a point opposite the mouth of the Juniata; and one from Pittsburg to the mouth of the Kiskiminetas; thus commencing two sections of the main line of communication from Philadelphia to Pittsburg. They were also authorised, as soon as they might deem it practicable

and expedient, to construct a navigable feeder of a canal from French creek to the summit level at Conneaut lake, and to survey and locate a route for a canal from that to Lake Erie."

"In order to sustain the credit of the commonwealth, an internal improvement fund was established (April 1, 1826) under the control of the secretary of the commonwealth, the auditor-general, and the state-treasurer, as commissioners; which fund was specifically appropriated, pledged, and set apart for the purpose of paying the interest and reimbursing the principal of the state debt which might be created in consequence of the construction of the canals and public improvements: the accounts of the fund to be kept separate from the other public accounts." This fund consists of the tolls which were to be received on all the public works, the auction duties, the net proceeds of all escheats, and the dividends on road, canal, and bridge stocks owned by the state. By subsequent enactments, the tax on collateral inheritances, taxes on certain property, and sundry other appropriations were added to the fund.

By the act of April 9, 1827, "the construction of a canal up the Juniata as far as Lewistown; another up the Kiskiminetas and Conemaugh to Blairsville, and one up the Susquehanna to Northumberland were duly authorised." By the same act, "surveys were directed to be made of the route across the Alleghany mountain from Frankstown on the Juniata to Johnstown on the Conemaugh, with a view of determining whether the portage should be by a smooth and permanent road of easy graduation, or by a railway with locomotive and stationary engines or otherwise." Surveys were also ordered between the west branch and the Alleghany river; up the north branch from Northumberland to the state line, and from Pittsburg to Erie by the route of Beaver and Shenango. A survey for a railroad was also directed to be made "from Philadelphia, through Chester and Lancaster counties to the Susquehanna, and also to ascertain the practicability of connecting the north branch of the Susquehanna and Lehigh rivers, by a canal or railway." A survey was, by the same act, directed to be made for extending the canal down the Susquehanna, from the mouth of Swatara to the Maryland line. Operations for the construction of the *French Creek feeder* (to Conneaut lake) was ordered, and surveys directed from Conneaut to Lake Erie. The commissioners were instructed to make a survey for a canal from Philadelphia up the valley of the Delaware to Carpenter's point; "and if found practicable, to locate and contract for the construction of such portion of it as should not exceed the cost of 100,000 dollars, provided that the average expense thereof should not exceed 12,000 dollars per mile."

By the act of the 24th of March, 1828, "the extension of the canals on the Susquehanna, from the mouth of Swatara to Columbia; from Lewistown to Holidaysburg on the Juniata; from Northumberland along the west branch of the Susquehanna to Bald Eagle; from Northumberland to the New York state line, on

the north branch; from Taylor's ferry to Easton, on the Delaware; and from Blairsville to Johnstown on the Conemaugh, were authorised. The Alleghany Portage railroad; the Philadelphia and Columbia railroad was ordered; and preliminary surveys of other lines of proposed improvements were authorised to be executed.

These works were commenced and carried forward with great speed. The credit of the state was then in a highly honourable condition, no one suspected its integrity; money was abundant, and the legislature found no difficulty in borrowing from the capitalists of all countries: especially from England.

Mr. Frego, in an excellent little work on Pennsylvania, observes,—

“ This career of lavish expenditure and continual extension was at length checked. The alarming increase of the state debt, the enormous excess in the cost of completing many of the works above the estimates of the engineers, and the failure of the finished lines to support by their tolls the annual charges on them for repairs and expenses, became subjects for serious consideration. Those who had from the first doubted the expediency of undertaking such a gigantic scale of improvement, became decidedly hostile to the further extension of the system, while its warmest advocates were discouraged at the prospect before them. The public voice called for a retrenchment of expenditures, and the operations were prosecuted on a reduced scale. The work on some of the lines was suspended, and was only continued on those which were necessary to complete certain connexions, or those which were deemed likely to afford immediate advantage from completion.”

STATE CANALS.—The *Delaware Section of the Pennsylvania canal*, at Bristol, on the River Delaware, twenty miles above Philadelphia, and thence extends up the course of that river to Easton, at the mouth of the Lehigh, where it joins the navigation of the Lehigh company. It is forty feet wide, five feet deep, and has twenty-three locks, ninety feet long by eleven feet wide, from six to ten feet in height; total lockage, 164 feet. Length of canal, sixty miles; cost, 1,374,744 dollars.

The *Eastern section* commences at Columbia, the western termination of the Philadelphia and Columbia railroad, and extends along the eastern bank of the Susquehanna river to Middletown, where the Union canal joins it, where there are locks connecting with the Susquehanna. It then continues along the eastern banks of the Susquehanna, passes through Harrisburg to Duncan's island, near the mouth of the Juniata, where it joins the Juniata section, and also with the Susquehanna division of the state canals. It is forty feet wide at top, twenty-eight at bottom, and has locks ninety feet long, and seventeen feet wide; the total rise is ninety-five feet. Length, forty-three miles.

Juniata section.—At Duncan's island, a dam across the Susquehanna gives the water for the Eastern section. The Juniata section follows the valley of the Juniata to Hollidaysburg, in Huntingdon county, where it joins the eastern termination of the Alleghany Portage railroad. There are seventeen dams on this section, and about sixteen miles of slack water navigation. The canal is of the same dimensions as the Eastern section; the locks are of the same length, and fifteen feet wide. Ascent of lockage, 576 feet; distance, 130 miles.

The *Susquehanna section.*—This canal joins the Juniata section at Duncan's

island, and winds along the western bank of the Susquehanna, up that river to Northumberland, at the junction of the north and west branches, where it unites with the north and west branch divisions. Ascent, eighty-six and a half feet; length, thirty-nine miles.

The *North Branch section* opens at Northumberland, and follows the north branch of the Susquehanna to the mouth of Lackawana, in Luzerne county, above Wilkesbarre. There is a dam across the river at Nanticoke, and the upper end of the canal is supplied with water from the Lackawana. Locks, seventeen feet by ninety feet; total lockage, 112 feet; length, seventy-three miles.

The *North Branch extension* is unfinished; it was intended to communicate with the New York state, by joining the Chenango canal, as a northern outlet for the coal and iron of Pennsylvania, and to obtain back freights of salt and gypsum. From Lackawana, it follows the north branch to Athens, in Bradford county, near the northern line of the state. The cost of work done on this extension up to December 1, 1841, amounted to 2,348,276 dollars; estimated cost of work remaining to be done, 1,298,416 dollars; total estimated cost, 3,646,692 dollars. Length of canal, ninety miles; lockage, 193 feet.

The *West Branch section* is a lateral canal from the Susquehanna section, beginning at Northumberland, and extending up the west branch of the Susquehanna, by Milton, Williamsport, and other places, to the bituminous coal region in the vicinity of Farrandsville.

Two lateral branches from the West Branch section extend, one to Lewisburg, about half a mile, and the other to Bald Eagle creek, near Lock Haven, three miles and a half in length.

The *Sinnemahoning extension* is a continuation of the West Branch canal to the mouth of Sinnemahoning creek, a distance of about thirty-six miles above Farrandsville. It is unfinished, the work being suspended in 1839.

The *Wiconisco canal* is also unfinished. It extends along the east bank of the Susquehanna, from the dam at Clark's ferry, near Duncan's island, to Millersburg, at the mouth of Wiconisco creek, a distance of twelve miles; ascent, thirty-five feet. By the act of July 13, 1842, this canal was transferred to an incorporated company, "reserving the right to the state to reclaim it after twenty years, upon paying to the company the amount expended by them in its completion."

The *Western section*, near Johnstone, the western termination of the Alleghany Portage railroad, the Western section of the canal, opens and continues down the Conemaugh and Kiskiminetas to the River Alleghany; crossing which, near the mouth of Kiskiminetas, this canal winds along the western bank of the river to Alleghany city, opposite Pittsburg, where it crosses an aqueduct, and thence runs through Pittsburg to the Monongahela river. There are ten dams on the route, and upwards of twenty miles of slack water, navigable on

their pools. Below Blairsville, the canal passes through a tunnel 817 feet in length. Descent by lockage, 471 feet; distance, 105 miles.

The *Beaver section* extends from a town of the same name, on the Ohio, up Beaver river to the Shenango, and thence up that stream to the head of slack water navigation, about six miles above Newcastle. Length, thirty-one miles; ascent, 132 feet.

A little below Newcastle, at the mouth of Mahoning creek, this section is crossed by the Mahoning canal, which extends into Ohio, and at Akron it intersects the Ohio and Erie canal. The Beaver section is only a part of a canal, intended to connect the Ohio river, by way of Conneaut lake, with Lake Erie.

The *Erie extension* is unfinished, it is divided into the *Shenango section*, commences at the head of the Beaver section, above Newcastle, and extends northward to the town of Erie. The ascent from the Shenango pool to the summit at Conneaut lake, is 287 feet; the descent thence to Lake Erie, 510 feet. The level of Conneaut lake is 419 feet above low water in the Ohio, at Beaver, and the surface of Lake Erie, ninety-one feet lower than the Ohio. Length of the Erie extension, 105 miles.

The *French Creek feeder*, is a navigable canal, twenty-seven miles in length, from French creek above Meadville to the Erie extension at Conneaut lake.

The *Franklin line* joins it at the aqueduct, seven miles below Meadville, where the water in the feeder is on a level with Conneaut lake, and gives it an extension to Franklin on the Alleghany river. Descent of lockage, 128 feet; length twenty-two miles.

PENNSYLVANIA STATE RAILROADS.—The *Philadelphia and Columbia railroad* commences at Philadelphia, crosses the Schuylkill by a viaduct about two miles from the city, and follows a western course by Downingtown and Lancaster, to Columbia on the Susquehanna, a distance of eighty-two miles. Here it joins the eastern section of the Pennsylvania canal.

The Schuylkill viaduct for the rails is 984 feet in length, it has also a way for carriages and foot passengers. Immediately west of this, the road ascends by an inclined plain, 2805 feet in length, with a rise of 187 feet, on which cars ascend and descend at the same time, by being attached to an *endless* rope, moved by a stationary engine of sixty-horse power. The railroad then ascends gradually to near the West Chester railroad, about twenty-two miles from Philadelphia, where its height is 543 feet above tide-water. The railroad then descends 293 feet, at a grade of twenty-nine feet to the mile, to the Brandywine viaduct near Downingtown; from thence it again ascends, after crossing the West Brandywine near Coatesville, over the North Valley hill, at Mine Ridge gap, by a grade increased for about three-quarters of a mile, to forty-five feet per mile. From this height the road descends 250 feet into the Lancaster valley, by the city of Lan-

caster, and descends but twenty-five feet, by a route of six miles, to the Susquehanna river, Columbia.

There are several viaducts over the streams crossed by this railroad, particularly those over Valley creek and West Brandywine; the latter is 835 feet in length, and seventy-two feet above the water. Those over the Big and Little Conestoga creeks are 1412 feet and 804 feet long. The highest embankment is eighty feet, and the deepest cuttings from thirty to forty feet. The locomotive engines for the transportation of freight, are capable of drawing upwards of 100 ~~tons each~~, exclusive of the weight of cars, engine, &c., or nearly 200 tons in all, at an average speed of ten or twelve miles per hour.

The *Alleghany Portage railroad* commences at Hollidaysburg, at the western termination of the Juniata canal, and crosses the Alleghany ridge at Blair's gap; thence it descends to the valley of the Conemaugh, to Johnstown, at the western division of the Pennsylvania canal. There are ten inclined planes on this railroad from Johnstown eastward, and eleven "levels," or graded lines of road, the inclination of which is from ten feet to fifteen feet to the mile, except that between Johnstown and the first plane, which has a grade of about twenty-four feet, between the eastern plane and Hollidaysburg, where the maximum grade is fifty-two feet. Blair's gap is 2325 feet above the level of mean high water of the tide on the Susquehanna; the ascent from Hollidaysburg to the summit, is 1398 feet in ten miles, and the descent to Johnstown 1171 feet in twenty-six miles and a half. There are five inclined planes on each side of the summit; the longest being the third one west of Hollidaysburg, which is 3117 feet in length, with a rise of $307\frac{1}{2}$ feet; and the shortest, the third east of Johnstown, 1480 feet in length, rising $130\frac{1}{2}$ feet.

At the head of each inclined plane, there are two stationary engines of about thirty-five horse power each, which draw up and let down, by the *endless* rope, the cars attached. Four cars, each loaded with a burden of 7000 pounds, can be drawn up at once, and as many let down at the same time, from six to ten times in an hour. On the short levels between the planes, horses are used for drawing the cars.

A viaduct over the Conemaugh, consists of a single arch of eighty feet span, at a height of seventy feet above the water of the stream. Through a ridge near the head of the first plane, east of Johnstown, there is a tunnel, 901 feet in length, twenty feet wide, and nineteen feet high. This railroad is thirty miles and a half long.

The *Gettysburg railroad*, intended to communicate between the Pennsylvania improvements and those of Maryland, from the Baltimore to the Ohio railroad, and also with the Chesapeake and Ohio canal. After expending more than 700,000 dollars, on the eastern end between Gettysburg and the summit of the south mountain, the work was suspended.

PENNSYLVANIA CANALS AND RAILROADS CONSTRUCTED BY COMPANIES.—

The *Lehigh navigation* consists of a succession of canal and slack water navigation constructed by the Lehigh company, numerous dams built across the river form navigable pools, and between these there are canals of various lengths. These works join the Delaware section of the state canal at Easton on the Delaware, and extend up the Lehigh river by Bethlehem and Allentown to Mauch Chunk, at the eastern termination of the great southern anthracite coal basin. The canals are sixty feet wide at the water line, forty-five feet at bottom, and five feet deep; locks 100 feet long and twenty-two feet wide, capable of passing boats carrying more than 100 tons; dams from 300 feet to 564 feet long, and eight feet to nineteen feet and a half high. Distance, forty-six miles and a half, with a rise in lockage of 353 feet.

From Mauch Chunk the navigation is continued up the river to Whitehaven, twenty-four miles and three quarters; and thence to the falls at Stoddartsville, thirteen miles and a half, there is a descent for boats by artificial freshets, chiefly for bringing down lumber. The distance from Mauch Chunk to the northern termination of the works, is thirty-eight miles and a quarter. Ascent, 936 feet. The locks above Mauch Chunk are of the same length as those below, and twenty feet wide; one of them has a lift of thirty feet, and can be filled or emptied in two minutes and a half. On this upper division of the work are twenty dams, from fourteen to thirty-eight feet high, and from 187 to 375 feet long. Total length of the Lehigh navigation, eighty-four miles and a half.

The *Lackawaxen canal* is an extension of the Delaware and Hudson canal into Pennsylvania. It enters the state near the mouth of Lackawaxen, and extends up that stream to Honesdale, in Wayne county, where it connects with a railroad to the Lackawana coal mines at Carbondale. Length, twenty-five miles; lockage rise, 187 feet from the Delaware to Honesdale, which is 870 feet above tide water.

The *Schuylkill navigation* commences at Fair Mount dam, near Philadelphia, and follows the Schuylkill by Norristown and Reading to Port Carbon. It opens a water carriage between the Philadelphia and the Schuylkill coal region. It was commenced in 1815, and completed in 1826. Like the Lehigh navigation, it consists of pools formed across the river, with intervening lines of canal, sometimes on the east and sometimes on the west side of the river, which the canal crosses several times. Near Reading it is intersected by the Union canal, which joins the Susquehanna, and the state canals of the interior. Length of navigation from Philadelphia to Port Carbon, 108 miles, of which fifty-eight is canal and fifty slack water. The longest line of canal on the route is twenty-two miles, called the Girard, the upper end of which is five or six miles below Reading. Width of canal, thirty-six feet at top, twenty-two at bottom, and four feet deep. Locks, eighty feet by seventeen; total ascent, 610 feet.

The *Union canal* passes from the Schuylkill, near Reading, westward up the

valley of Tulpehocken creek, to the summit between the head waters of that stream and those of the Quitapahilla, a branch of the Swatara. It then descends the Swatara to the Susquehanna, near Middletown. A branch, twenty-three miles in length, serves the double purpose of a navigable canal and a feeder, and extends up the Swatara northward to Pine Grove, in Schuylkill county, from which railroads extend to the coal mines. Near the gap by which the Swatara passes through the Blue mountain, a large dam is constructed which forms a pool or reservoir several miles in extent. The feeder on the Swatara being lower than the summit level of the canal near Lebanon, water works have been constructed, which are now aided by steam engines, for the purpose of raising the water, which is conducted in a trunk several miles to the main canal. From the commencement of this canal on the Schuylkill to the summit level, the decline is forty-one miles and a quarter; ascent of lockage, 311 feet. The summit level is seven miles long, and 498½ feet above tide water. From this to the Susquehanna is thirty-three miles and three quarters; descent, 208½ feet. Width of canal, thirty-six feet; depth, four feet. Locks, seventy-five feet by eight feet and a half. Length of canal, eighty-two miles.

The *Susquehanna or Tide Water canal*, commencing at Wrightsville, opposite Columbia, and continues along the west side of the Susquehanna river to Havre-de-Grace, in Maryland. This canal opens a communication between the eastern division of the Pennsylvania canal and the tide water of Chesapeake bay. Canal, fifty feet wide, five feet deep; locks with double chamber, admitting the passage of two boats at the same time, or of a raft 170 feet long, and sixteen feet wide. Length, forty-five miles; descent, 233 feet.

The *Conestoga navigation* consists of dams and locks, on Conestoga creek, from the city of Lancaster to the Susquehanna river. Locks, 100 feet by twenty-two feet; length of navigation, eighteen miles; descent, sixty-two feet.

The *Codorus navigation*, by dams, locks, and canals on Codorus creek, from the borough of York to the Susquehanna river. Length, eleven miles.

Bald Eagle and Spring Creek navigation, extends from the West Branch State canal, at Lock Haven, in Clinton county, up the Bald Eagle and Spring creeks to Bellefonte, in Centre county. Length, twenty-five miles; nineteen of which are finished. Lockage, 183 feet.

Monongahela Improvement navigation, extending up that river to the Virginia line; unfinished. Length, about forty miles.

Mahoning canal, eight miles of which are in Pennsylvania, extends from the Beaver division of the State canal, near Newcastle, in Mercer county, up the valley of Mahoning river into the state of Ohio, and joins the Ohio and Erie canal at Akron, Ohio. Length, eighty-five miles.

CORPORATED RAILROADS.—There are in the city of Philadelphia and the

incorporated districts adjoining, several short railroads joining or uniting the greater railroads which approach the city in different directions.

The *City railroad* extends along Broad-street from the Columbia railroad, at Vine-street, to the Southwark railroad, at Cedar-street or South-street, one mile; with a branch down Market-street from Broad-street to Third-street, and thence down Third-street and Dock-street to the city warehouses near Dock-street wharf. Length, one mile and a quarter.

The *Southwark railroad* extends from the City railroad at South-street down Broad-street to Prime-street, and thence by the latter to the Delaware above the Navy-yard; nearly two miles. A branch of this road, half a mile in length, extends up Swanson-street to Cedar-street, near the wharf.

The *Northern Liberties and Penn Township railroad* branches off from the Columbia railroad and down Willow-street to the Delaware railroad, joining the Germantown, Norristown, and the Philadelphia and Trenton railroads. Length, one mile and a quarter.

The *Philadelphia and Trenton railroad*, from Philadelphia to Frankford, Holmesburg, Bristol, and Morrisville, opposite Trenton, on the Delaware. Rails across the bridge into Trenton, form a communication with the railroad from Trenton to New York. Length, about twenty-eight miles.

The *Philadelphia and Wilmington railroad* joins the Southwark railroad at Broad-street and Prime-street, in Philadelphia, crosses the Schuylkill by a viaduct, passes through Chester to the state boundary, thence to Wilmington, in Delaware, where it joins the Wilmington and Susquehanna railroad to Baltimore. Length, twenty-seven miles.

The *Philadelphia, Germantown, and Norristown railroad*, seventeen miles in length, along the eastern side of Schuylkill, by Manayunk, to Norristown, in Montgomery county. About three miles from this city, a branch leaves this road and proceeds to Germantown, three miles.

The *West Philadelphia railroad*, extends from the Schuylkill, opposite Philadelphia, north-westward, joining the Columbia railroad about eight miles from the Schuylkill. It is unfinished. The most abrupt grade is nearly fifty-seven feet, the average grade forty-three feet, per mile.

The *Valley railroad* branches from the Philadelphia and Reading railroad on the west side of the Schuylkill, near Norristown, up the valley, to intersect the Philadelphia and Columbia railroad east of Downingtown, about thirty-one miles from the city. Length, twenty miles. Maximum grade, thirty-five feet and three quarters per mile. Road unfinished.

The *West Chester railroad* branches from the Philadelphia and Columbia railroad, twenty-two miles from the city, to West Chester, about ten miles.

The *Philadelphia and Reading railroad*, joins the Columbia railroad, below the inclined plane, on the west side of the Schuylkill, near Philadelphia, extends

up that river to Pottsville, opening a line of communication between Philadelphia and the Schuylkill coal region. The whole line, from Pottsville to Philadelphia, is composed of levels and descending grades, which gives great advantages to the descending transportation. A locomotive engine of eleven tons' weight has conveyed from Reading to the Columbia railroad, near Philadelphia, 101 cars with 423 tons, at an average speed of ten miles the hour. There are three tunnels on this road; one at Flat Rock, eight miles from the city, 960 feet in length; another near Phoenixville, of 1932 feet; and the third near Port Clinton, 1600 feet. Near the second tunnel, about thirty miles from Philadelphia, the road crosses to the east side of the river by a viaduct, 288 feet in length, and twenty-four feet above the water. Length, from the Columbia railroad to Reading, fifty-four miles; from Reading to Pottsville, thirty-six miles. A branch, five miles long, from the Falls of Schuylkill, crosses eastward to the Delaware, at Richmond, about three miles from Philadelphia.

The *Little Schuylkill railroad* extends from Port Clinton, at the junction of the two main branches of Schuylkill above the Blue mountain, up the Little Schuylkill to the Tamaqua coal mines, near the south side of the Broad mountain. Ascent, 406 feet; length, twenty-three miles.

The *Mine Hill and Schuylkill Haven railroad*, extends from Schuylkill Haven, up the west branch of Schuylkill, to the coal mines in the neighbourhood of Mine hill. Length of road and branches, twenty miles.

The *Mount Carbon railroad* commences a mile below Pottsville, passes up Norwegian creek to the commencement of the Danville and Pottsville railroad, and thence extends by branches to several coal mines. Length, seven miles.

The *Schuylkill Valley railroad* commences at Port Carbon, where the Schuylkill navigation terminates, thence up the Schuylkill through the coal region to Tuscarora, ten miles. It has many branches to coal mines, the length of which is twelve or fifteen miles.

The *Mill Creek railroad* from Port Carbon to the mines about Mill creek, four miles, with branches amounting to five miles.

Danville and Pottsville railroad, parts from Mount Carbon railroad three miles above Pottsville, crosses the Broad mountain by a summit 1014 feet above the level of the Susquehanna at Sunbury, and then across the valley of Mahanoy creek, and over the ridge between that stream and Shamokin creek, down which to Sunbury on the Susquehanna. On this railroad there is a tunnel 700 feet long, and seven inclined planes: one 1650 feet in length, with an ascent of 345 feet. Chain cables are used on the inclined planes instead of ropes. The eastern section is completed to Girardville, fourteen miles from Pottsville. A tunnel 2500 feet long has been cut through Bear ridge, on the Girard estate, for the purpose of obtaining coal. The western section of the road is completed from Sunbury, twenty-one miles, to the extensive coal mines, a furnace for smelting iron with anthracite, to the far town of Shamokin: length of the rail-

road, forty-four miles and a half. A branch, seven miles, to Danville, on the north branch of the projected Susquehanna.

The *Little Schuylkill and Susquehanna*, or *Catawissa railroad*, extends from the termination of the Little Schuylkill railroad at Tamaqua, across the ridge dividing the waters of Little Schuylkill and Catawissa creek, thence down the valley of the latter to the town of Catawissa on the north branch of Susquehanna, about thirty-five miles. Unfinished.

It is proposed to extend this road from Catawissa to Williamsport in Lycoming county. A branch, twelve miles in length, extends from ~~this road~~ near the summit north of Tamaqua, down the valley of Quakake, to the Beaver Meadow railroad near the Lehigh.

INCORPORATED RAILWAYS.—The *Mauch Chunk railroad*, from the coal landing at Mauch Chunk to the summit mines. Length, nine miles. Ascent, 936 feet; highest grade, 133 feet per mile. There is also a railroad of five miles and a quarter, from Mauch Chunk to the company's coal mines on Room Run. Ascent, 534 feet.

The *Beaver Meadow railroad*, from Parryville on the Lehigh, six miles below Mauch Chunk, up the river to the mouth of Quakake creek, and thence up that stream to the Beaver Meadow mines. Length, twenty miles.

The *Hazleton railroad*, branches off from the Beaver meadow road and leads to the coal mines near Hazleton. Length, eight miles.

The *Lehigh and Susquehanna railroad*, constructed by the Lehigh Coal and Navigation company, from Whitehaven on the Lehigh to Wilkesbarre on the Susquehanna joins the North Branch canal. It has one tunnel and three inclined planes. Length, nineteen miles and three quarters.

The *Carbondale and Honesdale railroad* joins the Hudson and Delaware canal navigation on the Lackawana. It extends from Honesdale to the coal mines near Carbondale. Length, sixteen miles and a half. The summit on Moosic mountain, at an elevation of 912 feet, is passed by means of inclined planes.

The *Pine Grove railroad* extends from the Union canal navigation at Pine Grove in Schuylkill county, to the coal mines. Length, four miles. The *Lorberry* and *Swatara* railroads, to other mines in the same region, extend eight miles.

The *Lykens' Valley railroad*, from Millerstown on the Susquehanna, extends along the north side of Berry's mountain to the Wiconisco coal mines at Bear gap, in Dauphin county. Length, sixteen miles.

The *Williamsport and Elmira railroad* is completed from the West Branch canal at Williamsport, up Lycoming creek to Ralston. Length, twenty-five miles. Thence it is intended to extend northward to Elmira in New York, to join the Chemung canal. Projected length, seventy-three miles and a half.

The *Blossburg and Corning railroad*, from the bituminous coal region at Blossburg to the Chemung canal at Corning, New York. Projected length, forty miles; part finished.

The *Harrisburg and Lancaster railroad* branches from the Philadelphia and Columbia railroad near Lancaster, and extends by Mountjoy and Portsmouth to Harrisburg, where it joins the Cumberland Valley railroad. Near Elizabethtown there is a tunnel of 850 feet. Highest grade, forty-two feet to the mile, generally less than thirty-five feet. Length, thirty-six miles.

The *Cumberland Valley railroad* commences at Harrisburg, crosses the Susquehanna, and continues westward by Carlisle, Newville, and Shippensburg to Chambersburg in Franklin county. The bridge by which this road crosses the Susquehanna has the railroad laid upon a flat roof, with carriage ways beneath. Length of road, fifty-two miles. A route for another railroad to join this, and to extend from Chambersburg to Pittsburg, has been surveyed.

The *Franklin railroad* joins the Cumberland Valley railroad at Chambersburg; thence southward by Greencastle to the state boundary, and to Hagerstown in Maryland. Length, about twenty miles. It is projected to continue this road to the Potomac.

The *York and Wrightsville railroad* extends from the western termination of the Philadelphia and Columbia railroad, across the Susquehanna to Wrightsville; thence westward to York, thirteen miles, where it intersects the Baltimore and Susquehanna railroad.

The *Baltimore and Susquehanna railroad* extends southward from York, up the valley of Codorus creek to the Maryland boundary, eighteen miles, and thence to Baltimore. Whole length, fifty-six miles.

RECAPITULATION.

	miles.		miles.
Length of state canals.....	848	Length of state railroads.....	118
„ company canals.....	432	„ company railroads.....	602
		„ private railroads to mines, &c..	75
Total length of canals.....	1280	Total length of railroads.....	795

The *Turnpike Roads and Bridges* of Pennsylvania are numerous and well made. They have been nearly all constructed by incorporated companies. Mr. Frego observes,

“That few of them have ever yielded dividends equal to the interest on the cost of construction, and most of them little more than sufficient to keep them in repair, yet they should not be considered as an improvident and wasteful expenditure of capital. The advantages resulting to those portions of the state which they connect, and through which they pass, from increased facilities of travelling, and the transportation of produce and merchandise, the additional value which they consequently give to the lands adjacent to them, the easy and direct communication afforded by their means between different sections of the country, previously separated by impassable mountains or impenetrable wilderness, have altogether far exceeded in value the cost of all the turnpikes in Pennsylvania.”

The following statement from the “Monthly Commercial Chronicle,” in *Hunt’s Merchants’ Magazine*, contains the most accurate information that we have been able to procure. “The state of Pennsylvania, which failed in paying the interest of its debt, has advertised its public works, for the construction of which those debts were contracted, for sale, to take its stock at par in payment. That

stock is nominally at forty cents on the dollar in the market. This being the peculiar position of the debt of the state of Pennsylvania, we will here annex a table of the leading works, with their extent, cost, and aggregate revenue and expenditures for ten years, from 1830 to 1840 inclusive:—”

Cost, Revenue, and Expenditures of the Finished Lines of Pennsylvania Canals and Railroads.

NAME AND DESCRIPTION.	Distance.	Cost.	Revenue.	Expenditure.
	miles.	dollars.	dollars.	dollars.
Eastern division of the Pennsylvania canal—Extends from Columbia to Duncan's island.....	43	1,784,959	1,047,826	422,602
Juniata Division—Extends from Duncan's island to Hollidaysburg.....	130	3,437,334	491,104	592,180
Western division—Extends from Johnstown to Pittsburg.....	105	2,964,882	887,013	889,824
Delaware division—Extends from Bristol to Easton	60	1,374,774	586,515	638,831
Susquehanna division—Extends from Duncan's island to Northumberland.....	20	867,874	141,730	314,253
North Branch division—Extends from Northumberland to Lackawanna.....	73	1,491,894	63,550	390,624
West Branch division—Extends from Northumberland to Dunnsburg.....	72	1,708,579	60,859	333,728
French Creek division—Extends (including the feeder) from Franklin to Conneaut lake.....	45	784,754	4,767	133,979
Beaver division—Extends from Beaver to Newcastle	25	522,258	15,924	139,082
Columbia and Philadelphia railway—Extends from Columbia to Philadelphia.....	82	3,983,302	1,205,419	585,343
Railroad tolls.....	....	....	814,319	862,074
Motive power.....	....	....	....	436,579
Locomotives, ropes, &c.....	....	....	....	....
Allegheny Portage railway—Extends from Hollidaysburg to Johnstown.....	38	1,783,176	413,504	293,135
Railroad tolls.....	....	....	443,480	530,507
Motive power.....	....	....	....	122,236
Locomotives, ropes, &c.....	....	....	....	....
Total.....	....	20,633,791	6,181,624	6,604,206

In addition to this, there are the following canals in progress, and nearly completed:—

	miles.
North Branch extension, from Lackawanna to New York line.....	90
Erie extension, from Greenville to Erie harbour.....	63½
Wisconsin canal, from Duncan's island to Wisconsin creek.....	12½
Total miles of canals in progress.....	165½

These have cost nearly 10,000,000 dollars, making the total funded debt, with money borrowed to pay interest and other expenses, 36,331,005 dollars. The property of the state is as follows:—

	dollars.	cts.
The value of public improvements, estimated at cost, is....	29,292,165	33
The state owns bank stock which cost, at par.....	2,108,700	00
The state owns turnpike and bridge stock.....	831,778	06
The state owns railroad stock.....	350,546	00
Money due on unpatented lands, estimated at.....	1,000,000	00
Total.....	33,583,189	99

The works may become valuable, but as seen in the above table, in ten years, including a most prosperous season, the expenses exceeded the receipts 512,585 dollars, independent of the interest on the debt contracted for their construction. We have gone thus into details, because it is a novel feature in the money market for an independent state to become bankrupt, and tender its property for sale in payment.

In New Jersey the Delaware, and Morris canal was begun in 1824, and completed in 1836, and cost about 2,500,000 dollars. It extends from Easton; on the

Delaware, to Jersey city, 101 miles. A large amount of coal, from the coal region of Pennsylvania, is transported on it. It has recently been widened at a great expense. The Delaware and Raritan canal extends from New Brunswick, on the Raritan, to Bordentown, on the Delaware, below Trenton, and is forty-three miles in length. It forms part of an important communication between the cities of New York and Philadelphia. Salem canal extends from Salem creek, four miles to Delaware river.

The *NEW JERSEY railroads* are more important even than her canals. The Camden and Amboy railroad was incorporated in 1829, and completed in 1832, extending from Camden, on the Delaware, opposite to Philadelphia, to South Amboy, at the mouth of the Raritan, sixty-one miles. The New Jersey railroad was incorporated in 1832, and opened in 1836, extending from Jersey city, through Newark, New Brunswick, and Trenton, to Bordentown, where it forms a junction with the Camden and Amboy road. The Paterson railroad was incorporated in 1831, and completed in 1834, and branches off from the New Jersey railroad at Bergen hill, and extends fifteen miles to Paterson. The Morris and Essex railroad extends from Newark to Morristown, twenty miles. The Elizabethport and Somerville railroad communicates between the two places, twenty-five miles. The Camden and Woodbury railroad extends, from the one place to the other, nine miles.

In *DELAWARE and MARYLAND*, the Chesapeake and Delaware canal is the most important internal improvement. It crosses the northern part of the state, commencing at Delaware city (which has only forty houses), forty-six miles below Philadelphia, and extends thirteen miles and a half to Back creek, a navigable branch of Elk river. Being sixty-six feet wide at the surface, and ten feet deep, it is navigable for sloops and steamboats. The Deep Cut in this canal is four miles in length, through a hill ninety feet high. This canal was commenced in 1824, and completed in 1829, at a cost of 2,200,000 dollars. The Newcastle and Frenchtown railroad also forms a connexion between the Delaware and Chesapeake. It extends from Newcastle on the Delaware river, to Frenchtown on Elk river, is sixteen miles and a quarter long, and was finished in 1832, at an expense of 400,000 dollars.

"Two of the greatest works of internal improvement in the United States have been projected and commenced by Maryland. The first is the Chesapeake and Ohio canals, commencing at Georgetown, district of Columbia, and to extend to Cumberland, on the Potomac, and thence by Wills creek and the Youghiogheny and Monongahela rivers to Pittsburg, a distance of 341 miles and a quarter. It would require a tunnel through the Alleghany mountains four miles and eighty yards in length. The whole amount of lockage will be 3215 feet. The estimated cost is 9,347,408 dollars. The state of Maryland has subscribed 3,000,000 dollars, and the United States 1,000,000 dollars, towards the completion of the undertaking. A charter was granted by Virginia in 1824, and confirmed by Maryland and the Congress of the United States in 1825, and the work was commenced in 1828. It has been nearly completed from Georgetown to Cumberland, 185 miles, and has been extended to Alexandria."—*U. S. Gaz.*

"The second great work is the Baltimore and Ohio railroad, designed to extend from Baltimore to Wheeling, on the Ohio, 360 miles. It was incorporated by the

legislature of Maryland, Virginia, and Pennsylvania, in 1827, and commenced July 4th, 1828. The state of Maryland has subscribed to the stock 3,000,000 dollars, and the city of Baltimore 3,000,000 dollars. It is completed from Baltimore to Cumberland. The Washington branch extends thirty miles and a quarter from Potapoco river to Washington. The Baltimore and Port Deposit railroad extends thirty-six miles from Baltimore to Havre de Grace. The Baltimore and Susquehanna railroad extends fifty-six miles from Baltimore to York, Pennsylvania. The Reistertown branch railroad commences six miles from Baltimore, and extends eight miles to Reistertown. The Wilmington and Susquehanna railroad extends from Havre de Grace, thirty-two miles, to Wilmington, Delaware. The Annapolis and Elkridge railroad extends nineteen miles and three-quarters from Washington branch to Annapolis."—*U. S. Gaz.*

Philadelphia, Wilmington, and Baltimore railroad.—From the reports made January 9th, 1843, and January 8th, 1844, it appears that the whole amount of receipts for the year ending the 21st of December, 1842, were 469,858 dollars 4 cents. The whole expenses for the year, ending the same day, were 239,965 dollars 7 cents. The revenue for 1842 was 134,010 dollars 65 cents less than in 1841, and the expenses were less by 102,979 dollars 70 cents. The whole receipts for the year ending the 31st of December, 1843, were 430,434 dollars 47 cents; while the current expenses for the same period were 230,384 dollars 86 cents. It appears, by the last report, that the funded debt of the company amounted to 2,972,887 dollars 16 cents. The president alludes to the adverse circumstances of the company during the past year; but hopes, that from the favourable prospects of the country, the period is approaching when it will receive such substantial assurance of prosperity as will confirm the anticipations of the most sanguine. Of the probability of this, however, no speculations are offered.

The fifth annual report of the Philadelphia, Wilmington, and Baltimore Railroad company embraces some interesting statements. The gross receipts of the road for 1842 were 386,874 dollars; receipts on the Newcastle and Frenchtown railroad for the same period, 82,983 dollars; joint gross receipts, 469,857 dollars. The largest receipts for passengers, 38,370 dollars, were in the month of May; the largest receipts for freight, 7293 dollars, were in the month of February. The largest gross receipts, in 1841, were 603,868 dollars, being an increase of 134,010 dollars over 1842. Expenses in 1841, 342,940 dollars; expenses in 1842, 239,965 dollars. Decrease in net revenue in 1842, 31,080 dollars. The saving in expense for the last year is a very important matter, and speaks well for the management of the road.

VIRGINIA.—The Dismal Swamp canal connects Chesapeake bay with Albemarle sound, extending from Deep creek to Joyce's creek, twenty-three miles, at a cost of 879,864 dollars. It has branches of eleven miles. The Alexandria canal extends seven miles and a quarter from Georgetown to Alexandria. The James river and Kanawha canal extend 175 miles, from Richmond to Buchanan. The Richmond, Fredericksburg, and Potomac railroad extends seventy-five miles, to Aquia creek. Louisa branch, twenty-five miles from Richmond, proceeds forty-nine miles, to Gordonsville. Richmond and Petersburg railroad, from

Richmond, extends twenty-three miles, to Petersburg. Petersburg and Roanoke railroad extends from Petersburg, fifty-nine miles, to Weldon. Greenville railroad extends from near Hicks, for eighteen miles, to Gaston, North Carolina. City Point railroad extends from Petersburg, twelve miles, to City Point. Chesterfield railroad extends from Coal Mines, thirteen miles and a half, to Richmond. Portsmouth and Roanoke railroad extends from Portsmouth, eight miles, to Weldon, North Carolina. Winchester and Potomac railroad extends from Harper's ferry, thirty-two miles, to Winchester.

NORTH CAROLINA.—The Wilmington and Raleigh railroad extends from Wilmington, 161 miles and a half, to Weldon, on the Roanoke, and connects with the Portsmouth and Roanoke railroad. It was commenced in 1836, and completed in 1840. The Raleigh and Gaston railroad extends from Raleigh, eighty-five miles, to Gaston, on the Roanoke, where it unites with the Petersburg, Greenville, and Roanoke railroads. Northwest canal connects Northwest river, six miles, with the Dismal Swamp canal. Weldon canal extends twelve miles round the falls of the Roanoke. Clubfoot and Harlow canal extends from the head waters of the Clubfoot, one mile and a half, to those of Harlow creek, near Beaufort.—*U. S. Gaz.*—(Various accounts.)

The receipts of the railways for 1843 amounted to 122,108 dollars; expenses, 70,176 dollars; receipts by steamboats, 104,066 dollars; profits on both, 78,006 dollars.—*Official Returns.*

SOUTH CAROLINA has some important works of internal improvement. The Santee canal extends twenty-two miles from Charleston harbour to the Santee river, and was finished in 1802, at a cost of 650,667 dollars. Through this canal and the improvement of the Santee and Congaree rivers, a boatable communication has been opened from Charleston to Columbia. Winyaw canal extends seven miles and a half from Winyaw bay to Kinlock creek, a branch of the Santee river. The navigation of the Catawba river has been improved by five short canals, with an aggregate length of about eleven miles and a half. Saluda canal extends from the head of Saluda shoals to Granby ferry, six miles and a quarter. Besides these, there are three other short canals, to avoid the obstructions of falls or shoals in rivers.

The South Carolina railroad commences at Charleston, and extends 135 miles and three-quarters to Hamburg. This road was commenced in 1830 and completed in 1834, at a cost of 1,750,000 dollars. It has since been sold to the Louisville, Cincinnati, and Charleston Railroad company, for 2,400,000 dollars, paid for in the stock of the latter company. The entire length of this road from Charleston to Cincinnati will be 718 miles. The Branchville and Columbia railroad extends from Branchville, on the South Carolina railroad, sixty-six miles, to Columbia. This is to form a part of the Charleston, Louisville, and Cincinnati railroad.

TARIFF of Freights on the South Carolina Railroad.

ARTICLES.	FROM CHARLESTON TO		ARTICLES.	FROM CHARLESTON TO	
	Colum-bia.	Hamb-urg.		Colum-bia.	Hamb-urg.
Salt, per sack, not exceeding four bushels	0 40	0 40	Cotton yarns, cotton fabrics, and indigo		
Drygoods, shoes, saddlery, boxes, furniture, hats, bonnets, and all measurement goods	0 12½	0 12½	per 100 lbs.	0 25	0 25
Bacon, bagging, bees'-wax, confectionery, coffee, copper, drugs, glass, hides, hardware, lard, butter, leather, molasses in barrels, mill and grindstones, oil, paints, rope, rice, sugar, tallow, tobacco tin, and all other articles by weight.	0 25	0 25	Grain—oats, bran, rice—flour in sacks	0 8	0 8
Hogsheads of molasses and oil	0 40	0 40	per bushel	0 10	0 10
ditto, ditto, if at risk at shippers	0 25	0 25	— wheat, rye, and grass seeds	0 12½	0 12½
— and pipes of liquor, not exceeding 120 gallons	3 00	3 00	Hay, blades, and straw in bales	0 20	0 20
Quarter casks, and barrels of liquor, beef and pork, tongues and fish	0 75	0 75	A single horse, mule, ox, or cow	10 00	10 00
Half barrels of liquor, beef and pork, tongues and fish	0 50	0 50	Two ditto, ditto, ditto	7 50	7 50
Kegs of liquor, not exceeding five gallons	0 25	0 25	Three ditto, ditto, ditto	6 00	6 00
— ditto, ten gallons	0 50	0 50	Four ditto, ditto, ditto	5 00	5 00
Demijohns, jars, and jugs, not exceeding two gallons	0 25	0 25	Live sheep and goats, by car-load	0 50	0 50
— ditto, five gallons	0 75	0 75	Lambs, kids, and pigs, ditto	0 37½	0 37½
Carboys of vitriol	1 25	1 25	Calves	1 00	1 00
Barrels of beets, bread, crackers, flour, potatoes, fruit, oysters, onions, and ice, and all light barrels	0 50	0 50	Hogs	0 40	0 40
Half barrels of beets, bread, crackers, flour, potatoes, fruit, oysters, onions, and ice	0 37½	0 37½	One or more of the above, if boxed, by measurement, per passenger train,	0 12½	0 12½
Barrels of lime, by the car-load	0 50	0 50	per foot		
— ditto, by less quantity	0 75	0 75	Larger quantities of live stock will be taken by weight, by the head or car, as may be agreed on by superintendent of transportation.		
Smith's hammers	1 50	1 50	Geese and turkeys, in coops	0 10	0 10
Buckets and tubs in nests	0 50	0 50	Ducks and fowls, ditto	0 3	0 3
Shovels, spades, scythes, and brooms, per dozen	0 37½	0 37½	Eggs, in boxes, baskets, or tubs	0 2	0 2
Chairs	3 00	3 00	Fruit and vegetables, dried peaches and apples	0 50	0 50
Rocking-chairs	0 75	0 75	In smaller quantities, in boxes, baskets, &c., pro rata, no box or basket less	0 25	0 25
Cotton-gins, saws, and mills	3 50	3 50	Dogs in baggage-car, whole distance	1 00	1 00
Saw cutters	1 50	1 50	Ditto ditto, fifty miles	0 50	0 50
Plough and wheelbarrows	0 50	0 50	Ditto ditto, twenty-five miles	0 25	0 25
Collars	0 75	0 75	Marl, per bushel, for first ten miles, five cents; one cent for every ten miles additional.		
Close carriages, and stage-coaches, each	15 00	15 00	Bricks, per 1000, for first ten miles, two dollars; and fifty cents for every ten miles additional.		
Barouches and phaetons	10 00	10 00	Wood, per cord, one dollar for first ten miles, and twenty-five cents for every ten miles additional.		
Buggies and waggons	7 50	7 50	Spokes and staves, one dollar fifty cents per 1000, for first ten miles; and twenty-five cents for every ten miles additional.		
Gigs, sulkeys, and common Jersey waggons, or carryalls	5 00	5 00	Shingles, twenty-five cents per 1000, for first ten miles; and twenty-five cents for every ten miles additional.		
Specie, per 1000 dollars	1 00	1 00	Lumber, one dollar fifty cents per 1000, for first ten miles; and twenty-five cents for each additional ten miles.		
All small packages	0 25	0 25			
DOMESTIC PRODUCE.					
Cotton, in round and square bales, at present rate per 100 lbs. (subject to variation by bale or by weight)	0 25	0 25			

To be loaded and unloaded by the owners.

The rate of freight between Columbia and Hamburg, will be as above; and to all intermediate stations between Branchville, Columbia, and Hamburg, where the present freight exceeds, it shall be reduced to the rate specified as above.

The company does not engage to notify consignees of the arrival of goods and produce. They are considered as delivered when they have reached the depôt; but if not taken away, will be stored at the depôt, at the risk of the owner.

Goods, wares, produce, and merchandise, consigned to the company's agent in Charleston, will be forwarded and shipped to any place of destination, free of commissions. The same, if intended for the interior of the Carolinas, Georgia, Tennessee, and Alabama, unless otherwise directed, will be despatched by the first waggons offering for the place to which the goods may be consigned. If destined for the Georgia railroad, they will be sent to the depôt in Augusta immediately; provision being made, in all the above cases, for the payment of freight and expenses on the road, to the agent in Charleston, or to the company's agent at the depôt, by whom the goods are forwarded.

GEORGIA.—This state has several important works of internal improvement. The Savannah and Ogeechee canal extends sixteen miles, from Savannah to Ogeechee river, completed, in 1829, at an expense of 165,000 dollars. The Brunswick canal extends from tide water on the Altamaha, twelve miles to Brunswick, at a cost of 500,000 dollars.

The Georgia railroad extends from Augusta, 165 miles, to De Kalb county. The Athens branch extends from the Georgia railroad, thirty-three miles, to Athens. Cost of the whole, including the Athens branch, 3,300,000 dollars. The Western and Atlantic railroad continues the Georgia railroad from De Kalb county, 140 miles, to Chattanooga, on Tennessee river, at a cost of 2,130,000 dollars. The Central railroad extends from Savannah, 197 miles, to Macon, estimated to cost 2,300,000 dollars. The Monroe railroad extends from Macon, 101 miles, to Whitehall. The Ocmulgee and Flint river railroad, seventy-six miles in length, is designed to connect the navigable waters of these rivers, so as to form a communication from the Atlantic to the Gulf of Mexico.—(See Public Works of United States hereafter.)

FLORIDA.—A railroad extends from Tallahassee, twenty-two miles, to St. Mark's. One also extends from Lake Wicomico, twelve miles, to St. Joseph, and another from St. Joseph, thirty miles, to Iola, on the Appalachicola. Several other railroads and canals have been projected.

The Muscle Shoals canal is designed to overcome the obstruction in the Tennessee river. It extends from the head of the falls, thirty-five miles and three-quarters, to Florence, and cost 571,835 dollars. But to extend the work to its completion will cost 1,361,057 dollars. The Huntsville canal extends from Triana on the Tennessee, sixteen miles, to Huntsville.

The Alabama and Florida railroad extends from Pensacola, 156 miles and a half, to Montgomery, and cost 2,500,000 dollars. The Selma and Cahawba railroad is a branch of the Alabama and Florida railroad, extending from Selma, ten miles, to Cahawba.

The Montgomery and Westpoint railroad extends from Montgomery, the northern termination of the Pensacola and Montgomery railroad to Westpoint, at the head of the rapids of the Chattahoochee river, thirty miles above Columbus. It is eighty-seven miles long. The Tuscumbia, Cortland, and Decatur railroad extends from Tuscumbia, forty-four miles, to Decatur. The Wetumpka railroad extends ten miles, and is designed to connect, when completed, the Tennessee and Alabama rivers at Wetumpka.

MISSISSIPPI.—The following works of internal improvement have been undertaken. West Feliciana railroad extends from St. Francisville, in Louisiana, on the Mississippi, twenty-seven miles and three-quarters, to Woodville in Mississippi, and cost 500,000 dollars. Vicksburg and Clinton railroad extends from Vicksburg, forty-five miles, to Jackson, the capital of the state, with a branch to

Raymond, six miles and a half. The New Orleans and Nashville railroad will extend through this state. The Mississippi railroad to extend from Natchez, 112 miles, to Jackson, is finished to Malcolm, a distance of forty miles. The Jackson and Brandon railroad is fourteen miles long, and connects these places. The Grand Gulf and Port Gibson railroad is seven miles and a quarter long, connecting the two places. Several other railroads are proposed, which are those from Natchez to Woodville, forty-one miles; from Manchester to Benton, fourteen miles; from Princeton to Deer creek, twenty miles; from Brandon to Mobile, and from Columbus to Aberdeen.

LOUISIANA.—This state has a number of important works of internal improvement. Pontchartrain railroad extends from New Orleans, four miles and a half, to Lake Pontchartrain, at a cost of 450,000 dollars. West Feliciana railroad extends from St. Francisville, twenty miles, to Woodville, Mississippi. New Orleans and Carrollton railroad extends from New Orleans, four miles and a quarter, to Lafayette. Orleans-street railroad, extends from New Orleans, four miles and a quarter, to the Bay of St. John's. The Mexico Gulf railroad, extends from New Orleans east, to Pascagoula sound. The Orleans Bank canal extends from New Orleans, six miles, to Lake Pontchartrain, and cost 1,000,000 dollars. Canal Carondelet extends from New Orleans, one mile and a half, to the Bay of St. John's. Barataria canal extends from New Orleans, eighty-five miles, to Berwick bay. Lake Veret canal extends from Lake Veret, eight miles, to Lafourche river. The New Orleans and Nashville railroad extends eighty miles in this state, and if completed, will be 564 miles in length. It is in progress.

TENNESSEE.—The internal improvements of Tennessee consist of several railroads. Lagrange and Memphis railroad extends from Memphis, on the Mississippi, fifty miles, to Lagrange, in Lafayette county. Somerville branch extends from the main road at Moscow, sixteen miles, to Somerville. The Hiwassee railroad extends from Knoxville, ninety-eight miles and a half, to the Georgia line, where it unites with the Western and Atlantic railroad of Georgia. The New Orleans and Nashville railroad is designed to pass through this state.—(See Railroads of the United States hereafter.)

KENTUCKY.—A short but most important work of internal improvement, is the Louisville and Portland canal, two miles and a half long, around the rapids in the Ohio river at Louisville. It admits steamboats of the largest class, is excavated ten feet deep, in solid limestone, and cost 730,000 dollars. The navigation of Kentucky, Licking, and Green rivers, has been extensively improved by dams and locks. The Lexington and Ohio railroad extends from Lexington to Frankfort, and is intended to be continued to Louisville. Several other railroads have been projected.

MICHIGAN.—The Illinois and Michigan canal is 100 miles in length, sixty feet wide, and six feet deep; it has fifteen locks, each 110 feet in length, and

eighteen feet in width. The canal will be navigable for boats carrying from 100 to 150 tons. Five million dollars have already been expended upon it, and 1,600,000 dollars are required to complete it. It connects the navigable waters of the Illinois river, one of the main tributaries of the Mississippi, with Lake Michigan:

The security offered to the subscribers to the new loan consists of the following property:—

	dollars.
The canal itself, which has cost.....	5,000,000
230,478 acres of canal land, valued at ten dollars per acre.....	2,304,670
Lots in Chicago, valued at.....	350,000
" Lockport, valued at.....	300,000
" Ottawa, valued at.....	350,000
" La Salle, valued at.....	500,000
" Juliet and Du Page, valued at.....	300,000
Coal beds and stone quarries, valued at.....	100,000
Total.....	9,204,670

ILLINOIS.—The Illinois and Michigan canal extends from Chicago, 106 miles, to near Peru, at the head of steamboat navigation on the Illinois. This distance includes a navigable feeder of four miles, and a few miles of river navigation. It was commenced in 1836, and is estimated to cost 8,654,337 dollars. A railroad extends from Meredosia, fifty-three miles, to Springfield. Coal Mine Bluffs railroad extends from the Mississippi river, six miles, to the coal mine. Besides these, a large system of railroads has been projected, and partly executed, the principal of which is denominated the Central railroad, extending from Cairo, at the junction of the Ohio and Mississippi, and terminating near the south termination of the Illinois and Michigan canal; and thence extending in a north-west direction to Gallena; the whole distance being 457½ miles, at an estimated cost of 3,800,000 dollars. This is designed to be intersected by railroads to the east and west, some of them crossing the state. But none of these works are yet completed.

OHIO.—The Ohio canal extends from Cleveland, on Lake Erie, 307 miles to Portsmouth, on the Ohio. It has a navigable feeder of fourteen miles to Zanesville; one of ten miles to Columbus; and one of nine miles to Lancaster; one to Athens of fifty miles; the Walholding branch of twenty-three miles; the Eastport branch of four miles, and the Dresden of two miles. This great work was begun in 1825, and was finished in 1832, at a cost of 5,000,000 dollars. The Miami canal extends from Cincinnati, 178 miles, to Defiance, where it meets the Wabash and Erie canal. The cost was 3,750,000 dollars. The whole distance to Lake Erie is 265 miles. The Warren canal, a branch of the above, extends from Middletown, twenty miles to Lebanon. The Sandy and Beaver canal is to extend from the Ohio canal, at Bolivar, seventy-six miles, to Ohio river, at the mouth of Little Beaver creek. Cost estimated at 1,500,000 dollars. The Mahoning canal extends from the Ohio canal, at Akron, eighty-eight miles, eight

miles of which are in Pennsylvania, to Beaver river, at a cost of 764,372 dollars. Milan canal extends from Huron, three miles, to Milan, to which steamboats now ascend. The Mad river and Sandusky city railroad extends from Tiffin, thirty-six miles, to Sandusky city. The Ohio railroad extends from Manhattan, forty miles, to Sandusky city.

CANALS and Roads in Ohio.

CANALS AND ROADS.	Miles.	Cost.
	number.	dollars.
Ohio canal and branches.....	334	4,694,934
Miami canal.....	87	1,337,552
Wabash and Erie canal.....	89	2,257,164
Miami extension.....	125	2,468,807
Hocktus canal.....	56	842,657
Walhonding.....	25	568,264
Muskingum river.....	81	1,432,235
Pennsylvania and Ohio.....	86	440,000
Milan.....	10	23,392
Cincinnati and White Water.....	25	100,000
Macadamised roads, about.....	631	881,820
Total.....	1559	15,226,328

INDIANA.—The greatest works of internal improvement undertaken by this state is the Wabash and Erie canal, which extends from Lafayette on the Wabash, 187 miles, to Lake Erie, at Toledo, on the Maumee bay; eighty-seven miles and a quarter of it being in Ohio, and ninety-nine miles and three quarters in Indiana. The White Water canal extends from Lawrenceburg, thirty miles, to Brookville. This canal, when completed, will connect Cambridge, on the national road, with the Ohio river, the entire length being seventy-six miles, at an estimated cost of 1,400,000 dollars. The central canal is designed to connect the Wabash and Erie canal at Peru, with the Ohio river at Evansville, passing through Indianapolis. The entire length will be 290 miles, and the estimated cost 3,500,000 dollars. Parts of this work have been completed. Terre Haute and Eel river canal will connect Terre Haute, the southern termination of the Wabash and Erie canal, with the central canal in Greene county, at a distance of forty miles and a half, and an estimated expense of 629,631 dollars. This work is not completed. The Madison and Indianapolis railroad extends from Madison, on the Ohio river, ninety-five miles to Indianapolis. It is nearly completed. Several other canals and railroads have been projected.

MICHIGAN has projected and commenced an extensive system of internal improvements. The Central railroad extends from Detroit, forty-four miles, to Ann Arbor, and when completed is designed to extend 194 miles to St. Joseph on Lake Michigan. The Erie and Kalamazoo railroad extends from Toledo, thirty-three miles, to Adrian. This road is designed to be continued until it meets the Central railroad, which it will leave at Kalamazoo and terminate at Allegan. The whole distance from Toledo to Kalamazoo is 183 miles. The Ypsilanti and Tecumseh railroad leaves the Central railroad at Ypsilanti, and

connects with the Erie and Kalamazoo railroad at Tecumseh, twenty-five miles. The Detroit and Pontiac railroad extends from Detroit, twenty-five miles, to Pontiac. Numerous other railroads have been laid out and commenced; and the Clinton and Kalamazoo canal is designed to unite the waters of Lake Michigan and St. Clair. The whole length is 216 miles, and is estimated to cost 2,250,000 dollars.

The state of Wisconsin commenced in 1838, the Portage canal, one mile and a quarter long, to connect the Wisconsin and Fox rivers, which completes a steam-boat navigation from Lake Michigan to the Mississippi. The Milwaukee and Rock river canal, sixty miles in length, to connect Rock river with Lake Michigan, is in progress.

CHAPTER XVI.

INTERNAL TRADE AND NAVIGATION OF THE UNITED STATES OF AMERICA.

THE internal trade of North America has increased to its present enormous extent since the beginning of the present century, from little more than a mere interchange of manufactures for the skins of wild beasts, by those who have proceeded into the western and northern wilderness, in order to carry on the fur trade. Exclusive of this there was little internal navigation, except in carrying up the rivers, in canoes or boats, provisions and other supplies for the wood-cutters, and floating down the timber which they had felled and prepared for the markets of the sea-ports. In the same ratio as the wilderness was explored, and settlements were made, west of the Alleghany, and on the banks of the great lakes, and of the Mississippi, Ohio, Missouri, and other rivers which drain the great valleys, plains, and mountains of the west, there arose fresh resources, and prospects. Those magnificent wilds possessed all the natural elements which yield, by culture and art, sustenance and wealth to man, and accommodation and prosperity to communities. Labour, skill, implements, and capital, were directed with spirit, and judgment, to the lands, waters, forests, and minerals of those regions. Enterprise and industry opened the means of intercourse between the old and the new settlements: first by common roads, and common river boats; then by canals; and soon after by railroads and steamboats. The consequent increase of population, and of the internal navigation and trade, in less than half a century, has been unparalleled in the history of the world.

One of the most remarkable characteristics of the settlement of America, is the tendency (of which England has been the example more than any other country, except, perhaps, Flanders), of the people to reside in towns. We

believe, however, that this tendency has always kept pace, in all ages, and in all countries, with the extension of trade. For in every case where trade and manufactures have been established, and maintained,—and have increased and prospered, we find that the population and wealth have increased in about the same ratio. The wealth and population of towns have always declined along with the decrease of manufactures and commerce. Among the numerous examples of this fact, we have Venice, Augsburg, and many other once flourishing cities. In all cases of the decline of large prosperous towns,—the rents,—the agriculture,—and the value of the crops, and pastures, of the surrounding rural districts, have diminished, in at least as great a degree, as the decreased trade and riches of the cities. We believe, at the same time, that the population of the great cities of antiquity have been greatly exaggerated in numbers.

David Hume was justly of opinion that no ancient city contained as many inhabitants as London: that was about 800,000, when he wrote. He considered that there were inherent causes which would check a much greater increase of the population: even of the most favourably circumstanced towns. At that time, the means of supply, and of payment, within the bounds of any one place, might possibly justify his conclusion. When Hume wrote, cattle from the Highlands could not be brought to Smithfield in as many days as they now can be brought in as many hours. The smacks which brought salmon were often as many days, during boisterous weather, making their passage to London, as the steamers are now performing the voyage in the same number of hours. The drover followed the routes, through Scotland and England, with his cattle, where they could best bite up the grass to subsist on. They arrived lean, and were afterwards fattened by the English graziers. Splendid wood or iron steam ships of from 600 to 1000 tons, now bring the cattle fattened on the pastures of the Aberdeenshire Highlands, and on the brows of the Grampians, rapidly and direct, without losing flesh, to the quays of the Thames.

Neither the power-loom, the canal, the steam-engine, nor the railroad, nor the steam-ship, nor the splendid docks of London or Liverpool, were then contemplated by Mr. Hume. It is, therefore, not to be wondered at that he was sceptical as to the population of towns exceeding 800,000.

The first canal in England was begun by the Duke of Bridgewater, in 1760. In 1760, Hargreaves gave us the spinning jenny. Arkwright, soon after, the spinning frame. Crompton, in 1779, combined the two, and called it the *mule*. In 1785, Watt brought the steam-engine to that perfect state, for acting, which made it powerful and profitable. Cartwright then invented the power-loom, but it came only into general use in 1820.

To the Bridgewater canal, and the canals which it originated; to the steam-engine, spinning-jenny, mule, and power-loom; to coal and iron conveniently interstratified for the one to smelt the other; to the coal fields, generally, of the

north, central, and western counties, and of Wales ; to the coal and iron of the Clyde ; to the salt mines of Cheshire ; to the copper and tin mines of Cornwall ; to the perseverance and industry of the people ; to the enterprise of her manufacturers, and the skill of her artisans ; to her geographical position and seaports ; to her fisheries, which originated her naval architecture, and her fleets ; to the adventurous spirit of her princely merchants ; and to the hardy intrepidity of her brave mariners, does Great Britain owe her power and prosperity ; her manufacturing and commercial wealth ; her ability to pay high taxation and high rents ;—in despite of monopolies, protective duties, and dear food ; in despite of all these *banes to national prosperity : banes to national progress*, which all countries, and none more so than the United States, would act wisely to banish from their legislation.

As to the increase of population, and the inhabited extension of settlement, in the United States, we must refer to the detailed tables which we have given. We shall now briefly view the subject, as bearing on the past, present, and future internal industry and trade of these fertile and extensive regions. From a series of articles on the internal trade of the United States, written by Mr. Scott, of Ohio, in which, although he reasons frequently on the most fallacious principles, he conveys much information, and some curious and not improbable computations, we extract the following passages :—

“ In the states of Massachusetts, New York, Pennsylvania, and Ohio, the improvements of the age operated to some extent on their leading towns from 1830 to 1840. Massachusetts had little benefit from canals, railways, or steam power ; but her towns felt the beneficent influence of her labour-saving machinery moved by water power, and her improved agriculture and common roads. The increase of her nine principal towns, commencing with Boston and ending with Cambridge, from 1830 to 1840, was 66,373, equal to fifty-three per cent ; being more than half the entire increase of the state, which was but 128,000, or less than twenty-one per cent. The increase, leaving out those towns, was but eleven per cent. Of this eleven per cent, great part, if not all, must have been in the towns not included in our list.

“ The growth of the towns in the state of New York, during the same period, is mainly due to her canals. That of the fourteen largest, from New York to Seneca, inclusive, was 204,507, or sixty-four and a half per cent ; whereas, the increase in the whole state was less than twenty-seven per cent, and of the state, exclusive of these towns, but nineteen per cent. Of this, it is certain, that nearly all is due to the other towns not in the list of the fourteen largest.

“ Pennsylvania has canals, railways, and other improvements, that should give a rapid growth to her towns. These works, however, had not time, after their completion, to produce their proper effects, before the crash of her monetary system nearly paralysed every branch of her industry, except agriculture and the coal business. Nine of her largest towns, from Philadelphia to Erie, inclusive, exhibit a gain, from 1830 to 1840, of 84,642, being at the rate of thirty-nine and one-third per cent. This list does not include Pottsville, or any other mining town. The increase of the whole state was but twenty-one and three-quarters per cent.

“ Ohio has great natural facilities for trade, in her lake and river coasts ; the former having become available only since the opening of the Erie canal, in 1826, and that to little purpose before 1830. She has also canals, which have been constructing and coming gradually into use since 1830. These now amount to about 760 miles. For the last five years, she has also constructed an extent of McAdam roads exceeding any other state.

and amounting to hundreds of miles. Her railways, which are of small extent, have not been in operation long enough to have produced much effect. From this review of the state, it will not be expected to exhibit as great an increase in town population, from 1830 to 1840, as will distinguish it hereafter. The effects of her public improvements, however, will be clearly seen in the following exhibit. Eighteen of her largest towns, and the same number of medium size and average increase, contained, in 1830, 58,310, which had augmented, in 1840, to 138,916; showing an increase of 138 per cent. The increase of the whole state, during the same period, was sixty-two per cent. The north-west quarter of the state has no towns of any magnitude, and has but begun to be settled. This quarter had but 12,671 inhabitants in 1830, and 92,050, in 1840.

"The increase of the twenty largest towns of the United States, from New York to St. Louis, inclusive, from 1830 to 1840, was fifty-five per cent, while that of the whole country was less than thirty-four per cent. If the slave-holding states were left out, the result of the calculation would be still more favourable to the towns.

"The foregoing facts clearly show the strong tendency of modern improvements to build towns. Our country has just begun its career; but as its progress in population is in a geometrical ratio, and its improvements more rapidly progressive than its population, we are startled at the results to which we are brought, by the application of these principles, to the century into which our inquiry now leads us.

"In 1840, the United States had a population of 17,068,666. Allowing its future increase to be at the rate of thirty-three and one-third per cent, for each succeeding period of ten years, we shall number, in 1940, 303,101,641. Past experience warrants us to expect this great increase. In 1790, our number was 3,927,827. Supposing it to have increased each decade, in the ratio of thirty-three and one-third per cent, it would, in 1840, have amounted to 16,560,256; being more than 500,000 less than our actual number as shown by the census. With 300,000,000 we should have less than 150 to the square mile for our whole territory, and but 220 to the square mile for our organised states and territories. England has 300 to the square mile. It does not, then, seem probable that our progressive increase will be materially checked within the 100 years under consideration. At the end of that period, Canada will probably number at least 20,000,000. If we suppose the portion of our country, east and south of the Apalachian chain of mountains, known as the Atlantic slope, to possess at that time 40,000,000, or near five times its present number, there will be left 260,000,000 for the great central region between the Apalachian and Rocky mountains, and between the Gulf of Mexico and Canada, and for the country west of the Rocky mountains. Allowing the Oregon territory 10,000,000, there will be left 250,000,000 for that portion of the American states lying in the basins of the Mobile, Mississippi, and St. Lawrence. If, to these, we add 20,000,000 for Canada, we have 270,000,000 as the probable number that will inhabit the North American valley at the end of the one hundred years, commencing in 1840. If we suppose one third, or 90,000,000 of this number to reside in the country as cultivators and artisans, there will be 180,000,000 left for the towns—enough to people 360, each containing 500,000. This does not seem so incredible as that the valley of the Nile, scarcely twelve miles broad, should have once, as historians tell us, contained 20,000 cities.

"But, lest 100 years seem too long to be relied on, in a calculation having so many elements, let us see how matters will stand fifty years from 1840, or forty-seven years from this time. The ratio of increase we have adopted cannot be objected to as extravagant for this period. In 1890, according to that ratio, our number will be 72,000,000. Of these, 22,000,000 will be a fair allowance for the Atlantic slope. Of the remaining 50,000,000, 2,000,000 may reside west of the Rocky mountains, leaving 48,000,000 for the great valley within the states. If, to these, we add 5,000,000 as the population of Canada, we have an aggregate of 53,000,000 for the North American valley. One-third, or say 18,000,000, being set down as farming labourers and rural artisans, there will remain 35,000,000 for the towns, which might be seventy in number, having each 500,000 of souls. It can scarcely be doubted that, within the forty-seven years, our agriculture will be so improved, as to require less than one-third to furnish food and raw materials for manufacture for the whole population.

CHAPTER XVII.

AMERICAN STEAM NAVIGATION—TRADE OF THE RIVER HUDSON—CANALS AND RAILWAYS.

UNDER the description of New York, will be found an account of the trade of that port. Its importance, however, depends on the trade and navigation of the Hudson, of the canals and railroads which communicate between this river and with the rivers and lakes of the north and west—the statistics of which we have condensed from various official returns, and from various *statements*.

An account of the voyages of the steamship *Utica* against the stream of the Hudson, to Albany, is given as follows, viz.:—

	Miles.	Hours.	Minutes.
Left State Prison Dock, New York.....	.....	2	5
Passed Yonkers	18	2	55
„ Caldwell's	44	4	11
„ West Point.....	52	4	35
„ Newburgh	60	5	3
„ Poughkeepsie	78	5	49
„ Catskill	115	7	43
„ Hudson.....	120	7	57
Albany	150	9	55

Deducting detentions, as stopping for steamboats *Troy* and *Columbia*, in expectation of receiving the mayor, and other guests from Albany, and for repairing the blower-engine, seventeen minutes, her running time, from dock to dock, was but seven hours and thirty-three minutes.

In 1840, there were twenty steam-packets and fifty steam tugs, plying regularly between New York and Albany, and the intermediate places on the Hudson.

The vessels belonging to the New Jersey Steam Navigation Company are described as new and splendid ships. They ply from New York to Stonington, from which there is a railway to Boston.

LONG ISLAND SOUND is navigated by magnificent and powerful steam ships, especially the New York and Norwich line, which form a quick and pleasant intercourse between New York and Boston, by means of the steamboats to Norwich, and the railway from the latter to Boston.

Steam ships traverse the American shores from Maine to the mouth of the Mississippi.

The steamboats on the Delaware, Schuylkill, and those plying on the Chesapeake, are generally powerful vessels.

CARRYING TRADE OF THE NEW YORK CANALS.

From the opening of the Erie and Champlain canals to the present time, the interior trade has steadily increased, and it now employs an amount of inland

navigation tonnage larger than that of all the foreign and domestic shipping, entering and departing from the city of New York.

The following table of the population and prosperity of the state and city of New York, for fifty years, exhibits the rapid increase of wealth which followed the opening of its inland navigation.

Y E A R S.	Population of the State.	Population of the City.	Real and Personal Estate of the State.	Real and Personal Estate of the City.
	number.	number.	dollars.	dollars
1790.....	240,120	33,131		
1800.....	586,050	80,489		
1810.....	959,049	96,273		
1814.....	.....	95,519	281,838,057	77,398,243
1816.....	1,043,236	95,519		82,074,200
1817.....	.....	.....	323,406,505	78,895,735
1818.....	.....	.....	811,913,695	80,154,091
1819.....	.....	.....	281,018,280	70,113,065
1820.....	1,372,812	123,706	256,021,494	69,330,758
1821.....	.....	.....	241,983,232	68,285,070
1822.....	.....	.....	245,026,878	71,289,144
1823.....	.....	.....	275,742,636	70,540,420
1824.....	.....	.....	274,481,560	83,075,676
1825.....	1,616,458	166,086	314,787,070	101,160,046
1840.....	1,919,404	203,007	364,715,830	125,288,518
1835.....	2,174,517	270,089	514,329,041	218,723,703
1840.....	2,429,476	312,932	641,369,818	262,135,515

From the commencement of the Erie canal, in 1817, to its completion in 1825, nine years, the increase of population in the city of New York was seventy-four per cent, but the valuation of real and personal estate was only a million more in 1824 than it was in 1816.

The increase of population in the first five years, subsequent to the completion of the Erie canal was twenty-two per cent, and of real and personal estate twenty-four per cent. The increase of population in the fifteen years immediately preceding the completion of the canal, was seventy-two per cent.

Increase of population in fifteen years after the completion of the canal, or from 1825 to 1840, eighty-eight per cent, and of property 149 per cent. The above comparisons are no less remarkable as applied to the population and property of the whole state.

The opening of the Erie canal has advanced the commerce of the upper lakes from comparative insignificance to the foremost rank. Prior to 1818, there were no steamboats on the upper lakes, and the aggregate of American tonnage was 2068 tons. The tonnage owned on the Canada side was inconsiderable.

From 1817 to 1825, there were but three steamboats launched upon the upper lakes. The aggregate tonnage in 1825, including steamboats, was about 2500 tons. In 1840, the aggregate tonnage of steamboats alone exceeded 17,000 tons; and of other craft there was about 18,000 tons. There are about sixty steamboats now employed on the upper lakes, and the number of other vessels is 225.

BUSINESS on the New York State Canals.

Y E A R S.	Boats arrived at, and cleared from, Albany.	Lockages West of Schenectady.	Tons going from Tide-water.	Tons arriving at Tide-water.	Tolls.
	number.	number.	tons.	tons.	dollars.
1824.....	8,760	6,160	34,136	....	340,642
1825.....	13,110	10,985	33,438	....	506,279
1826.....	....	15,156	35,435	302,170	763,104
1827.....	....	13,004	....	....	959,260
1828.....	23,662	14,579	56,702	....	838,444
1829.....	21,490	12,619	52,621	....	813,137
1830.....	23,874	14,674	70,154	....	1,053,922
1831.....	26,882	16,243	86,945	....	1,223,801
1832.....	25,826	18,001	....	....	1,229,483
1833.....	31,400	20,649	119,403	....	1,463,820
1834.....	32,438	22,911	114,608	553,596	1,241,329
1835.....	36,690	25,798	138,910	753,191	1,548,966
1836.....	34,190	25,516	133,796	696,347	1,614,336
1837.....	31,082	21,053	122,130	611,781	1,292,627
1838.....	32,120	25,062	142,808	640,481	1,590,911
1839.....	31,882	24,234	142,035	602,128	1,616,382
1840.....	30,456	26,987	129,580	660,012	1,775,747
1841.....	33,782	30,320	162,715	774,334	2,034,882

CLOSING of the Erie Canal, from 1824 to 1841.

In 1824, it closed December 4th.	In 1833, it closed December 12th.
" 1825 " December 5th.	" 1834 " December 12th.
" 1826 " December 13th.	" 1835 " November 30th.
" 1827 " December 18th.	" 1836 " November 20th.
" 1828 " December 20th.	" 1837 " December 9th.
" 1829 " December 17th.	" 1838 " November 25th.
" 1830 " December 17th.	" 1839 " December 16th.
" 1831 " December 1st.	" 1840 " about Dec. 1st.
" 1832 " December 21st.	" 1841 " November 28th.

According to Mr. Pitkin, the whole quantity of property received at Albany, by canals, from the interior, on which freight is charged by the ton, in 1833, amounted to 152,935 tons, of 2000 lbs. each, or 305,870,000 lbs.

The following are enumerated in the collectors' returns for 1833, viz. :—

ARTICLES.	Av. Value.	Av. Value.		Av. Value.
	dls. cts.	dls. cts.		dls. cts.
734 133 barrels flour	5 50	4 037,731 50	Brought forward...	6,671,965 40
22,922 " sales	20 0	458,440 0	enumerated, 88,341,000 lbs. Amongst these	
13,489 " beef and pork ..	10 0	134,800 0	may be named, wool, butter, cheese, lard,	
19,908 " whiskey	12 0	238,880 0	eggs, dried fruit, feathers, cabinet ware,	
873 hhds. "	40 0	34,920 0	wooden ware, brooms, tobacco, seed, &c.	
17,116 bushels salt	40 0	6,846 0	The articles wool, butter, cheese, lard, and	
208,504 " wheat	1 12½	338,815 75	seed, reported by the collector at West	
122,944 " coarse grains ..	62½	76,840 0	Troy, weighed 7,184,816 lbs., and were worth	
257,252 " barley	60	154,352 20	836,632 dollars forty-six cents; and the same	
2,187 boxes glass	2 25	4,920 75	amount may safely be set down for Albany..	
The following not chargeable by the ton:—			leaving still not enumerated, 81,156,184 lbs.	
20,900 cords wood... value	4 0	83,840 0	The average value of the articles enumerated is two and a half cents per lb. It	
74,350 cubic feet timber ..	20	14,870 0	would be safe, therefore, to estimate the	
55,338,547 feet lumber..perth.	15 0	830,678 20	amount, not enumerated, at one cent per lb.,	
74,350 shingles	3 50	250,225 0	say 81,186,184 lbs., at one cent per lb., is..	811,561 84
Carried forward....	...	6,671,663 40	The article of staves is entirely omitted in	
The articles upon which toll is charged per ton enumerated above, weigh 217,529,000 lbs., whilst the articles actually received, amounted to 305,870,000 lbs., leaving not			the list of lumber; a single house in Albany received, in 1833, to the amount of 75,000 dollars; this may be safely enumerated at..	100,000 0
				8,419,869 70

Amount of merchandize, furniture, and sundries, sent up the canal, from Albany, 68,321 tons, or 136,642,000 lbs. Amount of toll received at Albany, in 1838, 323,689 dollars, or, being an increase over 1832, of 87,053 dollars fifty-six cents.

Number of boats arrived and departed, 16,834.

STATEMENT of Freight from the West and North, which passed through the West Troy side cut, into the Hudson River, during the Year 1833.

ARTICLES.	Average Value.		ARTICLES.	Average Value.	
	dolls.	cts.		dolls.	cts.
45,493,516 feet of boards and scantling.....	15	0	Brought forward.....	....	3,456,323 12
1,562,900 cubic feet of timber...	0	20	609,951 lbs. of tobacco.....	0	6
17,522 shingles.....	3	50	2,122,736 „ butter and lard	0	10
10,273 cords of wood.....	4	0	3,422,448 „ cheese.....	0	6
4,098 tons of staves.....	10	0	419,088 „ seed, say 8340	2	0
8,565 „ stone.....	2	0	19,003 barrels of domestic	12	0
188,128 barrels of flour.....	5	50	liquor.....	....	288,836 0
17,781 „ beef & pork	10	0			
9,161 „ ashes.....	20	0			
11,681 „ salt.....	2	0			
9,916 boxes of glass.....	2	25	16,256,776 lbs. of articles not enu-		4,216,956 06
623,003 bushels of wheat.....	1	12½	merated, estimated value,		
64,196 „ barley.....	0	00	one cent per lb., as in the		
32,640 „ oats & corn..	0	02½	Albany statement, is.....	....	162,567 76
609,693 lbs. of wool.....	0	40	Total value entered at West		
Carried forward.....	....	3,450,323 12	Troy.....	....	4,378,623 82
RECAPITULATION.					
Total value of property received at Albany by canals.....					8,419,859 70
Ditto ditto ditto at West Troy, ditto.....					4,217,823 82
					12,737,683 52

In the above estimate, property that entered the river at Waterford is not included. This would increase the amount to at least 13,000,000 dollars.

The tonnage of the canals, whether in boats or rafts, having reference to its source, naturally falls under five general heads of classification, as follows: 1st, the products of the forest; 2nd, agriculture; 3rd, manufactures; 4th, merchandise; 5th, other articles.

We have prepared, from the reports of the commissioners of 1841, 1842, and 1843, the following table, which exhibits a comparative view of the amount of toll received on each canal, during the season of navigation, in each of those years, as follows:—

CANALS.	1843		1842		1841	
	dollars	cts.	dollars	cts.	dollars	cts.
Erie.....	1,880,314	65	1,568,946	56	1,813,050	58
Champlain.....	102,308	50	95,957	54	117,841	14
Oswego.....	36,203	93	31,222	19	38,344	22
Cayuga and Seneca.....	10,417	38	16,948	10	23,583	37
Chemung.....	9,726	56	7,702	05	9,850	42
Crooked Lake.....	1,328	18	989	39	2,017	82
Chemango.....	16,194	75	13,615	38	18,815	48
Genesee valley.....	15,281	78	13,204	11	9,927	09
Oneida Lake.....	507	74	462	63	462	02
Seneca River Towing Path.....	296	80	149	51	844	58
Total.....	2,081,500	17	1,749,197	52	2,034,882	82

There is an increase in the tolls of 1843, compared with the year 1842, of 332,394 dollars. Of this increase, 209,820 dollars, or sixty-three per cent, is on descending, and 122,574 dollars or thirty-six per cent, is on ascending freight.

The total movements of property on all the canals, for the year of navigation, of 1843, showing the value at the place of shipment, the tons of, and tolls on each article, is given in the following statement:—

Tons and Value of Articles transported on the Canals, in 1843.

ARTICLES.	Quantity.	Tons.	Value.	Tolls.
BOATS.	number.	number.	dollars.	dollars.
Toll at two cents .....	....	....	....	121,734
Toll on packets .....	....	....	....	19,091
Total boats .....	....	....	....	150,825
PASSENGERS.				
Statements, and reported .....	....	....	....	5,179
Total passengers .....	....	....	....	5,179
THE FOREST.				
Fur and peltry	2,701,000	1,352	1,257,346	2,935
Product of woods:—				
Boards and scantling	203,733,000	330,555	2,909,980	141,234
Shingles	70,893	11,984	137,627	15,003
Timber	2,501,850	51,837	196,365	37,430
Staves	65,304,000	32,682	220,947	37,583
Wood	80,200	225,586	140,208	15,254
Ashes	80,782	20,104	1,689,707	51,306
Total forest	274,633,704	687,184	6,653,080	290,756
AGRICULTURE.				
Product of animals:—				
Pork	85,433	12,815	789,868	32,012
Beef	54,386	8,158	304,241	18,700
Cheese	25,500,000	12,750	1,209,245	16,397
Butter and lard	20,790,000	10,395	1,779,615	22,394
Wool	7,594,000	3,707	2,168,702	6,280
Total product of animals	54,023,819	47,915	6,251,666	95,783
Vegetable food:—				
Flour	3,321,611	250,734	9,703,023	629,103
Wheat	3,132,300	93,969	2,684,090	102,713
Rye	65,471	1,581	31,548	691
Corn	287,033	8,611	122,868	14,935
Barley	521,458	12,515	196,164	18,247
Other grain	850,866	10,347	252,656	25,736
Bran and ship-stuffs	1,008,800	10,088	75,121	15,426
Pean and beans	14,100	423	11,532	644
Potatoes	41,600	1,040	8,359	905
Dried fruit	2,056,000	1,028	66,504	1,908
Total vegetable food	11,308,639	399,336	13,152,409	810,598
All other agricultural products:—				
Cotton	4,556,000	2,278	387,000	2,762
Tobacco	4,242,000	2,121	407,352	4,747
Clover and grass-seed	4,302,000	2,151	245,132	6,464
Flax-seed	3,030,000	1,515	53,146	1,885
Hops	802,000	481	91,339	478
Total other agricultural products	17,092,000	8,546	1,183,083	16,326
Total agriculture	82,424,448	455,797	20,588,118	922,707
MANUFACTURES.				
Domestic spirits	1,076,400	5,382	249,522	8,935
Leather	2,608,000	1,304	548,175	1,417
Furniture	16,906,000	8,453	1,730,153	16,563
Bar and pig lead	1,910,000	955	62,758	2,799
Pig iron	9,706,000	4,853	181,995	4,521
Ironware	6,534,000	3,267	247,210	5,872
Domestic woolsens	748,000	374	678,778	396
Domestic cottons	1,516,000	758	476,669	830
Salt	659,540	98,981	766,285	51,698
Total manufactures	41,661,940	124,277	4,026,545	93,231
Merchandise	238,418,000	119,209	40,651,798	502,617
Other articles:—				
Stone, lime, and clay	102,438,000	51,219	212,655	9,589
Gypsum	34,072,000	17,486	87,992	5,029
Mineral coal	40,842,000	20,271	92,668	32,588
Sundries	76,999,000	37,996	3,095,159	69,067
Total other articles	253,944,000	126,972	2,458,368	116,273
Grand total	891,082,090	1,513,439	70,276,909	2,081,587

The total tonnage of all the property transported on the New York canals

ascending and descending, its value and the amount of tolls collected for 1843, was 1,512,430 tons, 76,276,909 dollars value, 2,081,599 dollars tolls.

The whole quantity of wheat and flour, that came to the Hudson river, with the aggregate market value of the same, and the amount of tolls received on all the wheat and flour transported on the canals, for 1843, as follows:—248,780 tons, 10,283,454 dollars value, 731,816 dollars tolls.

The number of tons going upwards from tide-water, in 1843, was as follows viz. :—

C L E A R E D A T	Merchandise.	Furniture.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.
Albany.....	46,440	1888	9,581	57,909
West Troy.....	66,841	1080	16,735	84,655
Schenectady.....	405	253	863	1,021
Total	113,686	3230	26,679	143,595

The number of tons coming to tide-water, in 1843, is as follows, viz. :—

ARRIVED AT	Erie Canal.	Champlain Canal.	TOTAL.
	tons.	tons.	tons.
Albany.....	363,580	77,453	441,033
West Troy	269,187	124,083	393,270
Waterford .....	...	2,558	2,558
	632,767	204,094	836,861
Add the number of tons going from tide-water			143,95
Total number of tons ascending and descending			980,456

One hundred and eighty-seven tons came over the railroad from Schenectady, which is not included in the above.

There is an increase of merchandise going up the canals, of 19,473 tons, and an increase in the quantity of other articles of 828 tons ; making a total increase in the ascending quantity, comparing 1842 with 1843, of 20,301 tons.

The tons coming to tide-water have increased 170,235, comparing 1843 with 1842.

The merchandise cleared at Albany, West Troy, and Schenectady, in 1843 (113,686 tons), was left on the several canals in the following proportions, viz :—

C A N A L S.	Tons.	C A N A L S.	Tons.
Erie	74,035	Brought forward ...	106,451
Champlain	13,152	Crooked Lake.....	1,490
Oswego	11,607	Chenango	2,883
Cayuga and Seneca.....	6,310	Genesee Valley	2,856
Chemung	1,347	Total.....	113,686
Carried forward....	106,451		

Large quantities of the products of the western states, pass over the canals of New York, by way of Buffalo, Black Rock, Oswego, &c. The amount for 1843, coming from other states, by way of Buffalo and Black Rock, was as follows :—

Y E A R.	Products of the Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
.....	31,211	172,258	2026	2751	208,246

The tonnage of property coming from other states, by way of Oswego, in 1843, was as follows:—

Y E A R.	Products of the Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1843.....	5504	12,207	51	118	17,940

The number of tons of wheat and flour shipped at Buffalo and Oswego, in 1843, and the total tons of wheat and flour, which arrived at the Hudson river, were as follows:—

Y E A R.	Buffalo.	Black Rock.	Oswego.	TOTAL.	Total arrived at tide-water.
	tons.	tons.	tons.	tons.	tons.
1843.....	146,126	12,882	5354	164,866	248,780

The following is a statement of the quantity of merchandise and furniture going to other states, by the way of Buffalo, in 1843, were:—merchandise, 32,798 tons; furniture, 3613 tons.

The merchandise and furniture passing to other states, by way of Buffalo, during the year 1843, was distributed as follows, viz:—

S T A T E S, &c.	Furniture.	Merchandise.	S T A T E S, &c.	Furniture.	Merchandise.
	tons.	tons.		tons.	tons.
Pennsylvania.....	763	26	Brought forward..	32,593	3549
Ohio.....	14,528	692	Missouri.....	65	3
Michigan.....	8,272	746	Tennessee.....	35	2
Indiana.....	2,256	126	Alabama.....	2	
Illinois.....	3,476	648	Iowa.....	28	12
Wisconsin.....	2,800	1315	Canada.....	75	47
Kentucky.....	428	6	Total.....	32,798	3613
Carried forward..	32,593	3549			

The following table, compiled from the returns of the collector at Buffalo, shows the quantity of wheat, flour, beef and pork, and pot and pearl ashes coming from other states, and cleared at that office, on the Erie canal, during the year 1843:—

FROM	Wheat.	Flour.	Beef and Pork.	Pot and Pearl Ashes.
	bushels.	barrels.	barrels.	barrels.
Pennsylvania.....	488	91	51	1,880
Ohio.....	748,004	528,751	45,315	16,914
Michigan.....	245,365	307,580	6,234	11,881
Indiana.....	175,098	29,721	5,681	811
Illinois.....	444,961	11,998	16,459	17
Wisconsin.....	75,864	718	842	306
Total.....	1,689,780	878,859	74,564	31,815

The total movement of articles on all the canals, from 1836 to 1843, is as follows:—

Y E A R S.	Products of Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1836.....	755,252	225,747	88,810	127,895	115,103	1,310,807
1837.....	618,741	208,043	81,735	94,777	168,000	1,171,396
1838.....	665,089	255,227	101,326	124,290	186,879	1,333,011
1839.....	607,581	206,052	111,968	132,286	237,826	1,455,713
1840, G. V. C. opened.....	587,647	392,780	100,367	112,021	222,231	1,416,046
1841.....	645,548	391,905	127,896	141,954	215,258	1,521,661
1842.....	504,597	401,276	98,908	101,446	130,644	1,286,931
1843.....	687,184	455,797	124,277	119,209	126,972	1,513,439
Total for 8 years.....	5,131,630	2,597,827	835,547	952,978	1,420,913	10,938,004
Yearly average for 8 years.....	641,455	324,728	104,443	119,122	177,614	1,367,363
Per cent of each class.....	46.91	23.75	7.64	8.71	12.99	100
Annual average from 1836 to 1839, 4 years.....	670,666	238,767	96,010	119,122	181,452	1,312,707
Annual average from 1840 to 1843, 4 years.....	606,244	410,600	112,877	118,432	173,776	1,422,010

The annual average of the tons of the total movement of articles on all the canals, is as follows:—

From 1836 to 1839, 4 years.....	tons. 1,312,707
" 1840 to 1843, 4 ".....	1,422,010
Increase.....	109,302

The average increase or decrease of each class of articles, which results in the above total increase, is as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest.....	70,422	.....
Agriculture.....	.....	171,923
Manufactures.....	.....	16,867
Merchandise.....	1,380	.....
Other articles.....	7,676	.....
	79,478	188,790
		79,478
Increase.....	.....	109,312

The tolls paid on the "total movement" of articles, and upon boats and passengers annually, from 1837 to 1843, both years inclusive, are as follows:—

Y E A R S.	Boats and Passengers.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1837.....	105,508	211,118	370,041	75,507	380,826	56,430	1,280,430
1838.....	210,457	229,598	408,495	74,541	526,911	78,555	1,569,557
1839.....	181,323	253,710	479,634	84,251	535,486	83,692	1,514,096
1840, G. V. C. opened.....	185,022	197,004	808,023	75,765	427,996	80,467	1,775,747
1841.....	178,819	313,444	758,943	95,965	558,003	102,078	2,034,882
1842.....	165,616	211,979	805,376	70,611	393,873	101,840	1,740,196
1843.....	156,004	290,755	922,710	93,231	502,617	116,273	2,081,590
Total for 7 years.....	1,273,648	1,708,008	4,640,722	566,901	3,325,684	619,305	
Yearly average.....	181,949	244,130	662,960	80,986	475,098	88,472	
Per cent of each class.....	10.09	14.08	38.24	4.68	27.41	5.10	
Average from 1837 to 1839, three years.....	195,763	231,609	439,350	77,233	491,074	73,882	
Average from 1840 to 1843, four years.....	171,590	253,321	830,663	83,801	470,215	100,160	

The particular articles which are classed as "other articles," in the foregoing statement, are as follows:—

YEARS.	Stone, Lime, and Clay.	Gypsum.	Mineral Coal.	Sandries.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1836.....	58,830	24,577	6,238	23,448	113,103
1837.....	112,640	23,983	7,012	24,365	168,000
1838.....	132,295	23,153	7,325	24,106	186,879
1839.....	192,640	30,869	8,410	26,207	257,826
1840.....	165,307	22,991	10,416	23,517	222,231
1841.....	130,310	30,446	24,697	29,365	215,238
1842.....	48,110	23,876	20,733	31,926	130,644

The annual average of the tolls paid on the total movement of articles, and upon boats and passengers, is as follows:—

From 1837 to 1839, 3 years.....	dollars. 1,407,917
„ 1840 to 1843, 4 „	1,910,354
Increase	412,437

The increase or decrease in the tolls on each class of articles, &c., which results in the above increase, is as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	dollars.	dollars.
Boats and passengers.....	24,173	.....
Products of the forest.....	.....	21,912
Agriculture .....	.....	391,307
Manufactures .....	.....	6,568
Merchandise	10,459	.....
Other articles .....	.....	27,282
	34,632	447,069
		34,632
Increase .....	.....	412,437

In all reports heretofore made by the canal commissioners, showing the tonnage arriving at tide-water in each year, the Champlain canal has never been separated from the Erie canal, so as to show the character and quantity of tonnage coming from each canal.

For the first time, the separation is now made; and the following statements show under general heads, the description and number of tons delivered at West Troy and Albany, in the last nine years, from each canal:—

STATEMENT, showing the Tons of each class of Articles delivered at Albany, from 1835 to 1843, both years inclusive, and coming from the Champlain canal.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835.....	107,321	602	107	2	1,134	109,166
1836.....	124,731	574	111	..	1,897	127,313
1837.....	100,647	342	105	2	4,908	106,904
1838.....	107,820	672	157	..	2,888	111,537
1839.....	91,311	998	56	4	3,158	95,567
1840.....	77,100	1122	120	2	1,860	80,213
1841.....	94,728	630	210	..	2,711	98,279
1842.....	98,035	1006	252	..	4,037	103,330
1843.....	71,636	1948	122	4	3,701	77,433
Total.....	873,261	7894	280	14	26,303	908,742

STATEMENT, showing the Tons of each class of Articles delivered at West Troy, from 1835 to 1843, both years inclusive, and coming from the Champlain canal.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835.....	132,937	2,904	1,550	28	8,767	146,186
1836.....	134,768	6,556	1,989	20	6,586	149,909
1837.....	102,820	5,409	1,609	36	8,431	118,311
1838.....	93,093	7,445	1,101	40	7,016	100,695
1839.....	100,681	7,705	1,743	90	10,035	120,294
1840.....	104,025	6,811	1,890	76	8,682	121,484
1841.....	116,847	3,690	4,903	13	18,082	143,535
1842.....	96,754	4,243	5,337	42	6,751	113,147
1843.....	104,930	5,224	5,820	63	8,037	124,083
Total.....	967,851	49,987	26,071	408	82,387	1,116,704

STATEMENT, showing the number of Tons of each Class of Articles which came to the Hudson river, from the Erie canal, from 1835 to 1843, both Years inclusive.

YEARS.	Products of the Forest.	Agriculture.	Manufactures.	Merchandise.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835.....	299,944	167,448	7,191	2055	21,201	497,839
1836.....	213,179	165,870	10,806	1156	27,115	419,125
1837.....	181,644	145,718	8,350	356	51,438	387,506
1838.....	198,964	174,025	7,229	258	38,773	419,249
1839.....	185,728	155,082	6,686	405	38,366	386,267
1840.....	140,584	294,423	6,655	20	25,627	467,315
1841.....	237,520	265,920	12,778	142	16,160	532,520
1842.....	156,691	287,928	10,406	143	21,981	480,149
1843.....	239,585	338,968	23,542	134	83,116	695,345
Total for 9 years.....	1,854,839	1,995,382	93,643	4675	276,776	4,225,315
Yearly average.....	206,093	221,709	10,405	519	30,753	469,479
Per cent of each class.....	43 89	47 23	2 22	0 11	6 55	100
Average from 1835 to 1838, 4 years.....	223,683	163,265	8,394	956	34,631	430,030
Average from 1839 to 1843, 5 years.....	192,021	268,404	12,013	170	27,650	500,319

The annual average of the total number of tons which arrived at the Hudson river from the Erie canal, is as follows:—

From 1839 to 1843, 5 years.....	500,319
„ 1835 to 1838, 4 years.....	430,930
Increase.....	69,389

The average increase or decrease of each class of articles, for the same period, which results in the above total increase, is as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest.....	31,402	
Agriculture.....	.....	105,199
Manufactures.....	.....	3,619
Merchandise.....	786	
Other articles.....	6,981	
Total.....	59,429	108,818
Increase.....	.....	69,389

STATEMENT, showing the Tons of each Class of Articles which came to the Hudson river, from the Champlain canal, from 1835 to 1843, both Years inclusive.

Y E A R S.	Products of the Forest.	Agriculture.	Manufac- tures.	Merchan- dise.	Other Ar- ticles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835.....	240,258	3,506	1,657	30	9,901	255,352
1836.....	259,489	7,130	2,100	20	8,483	277,222
1837.....	203,373	5,751	1,774	38	13,339	224,275
1838.....	201,013	8,117	1,258	40	9,994	221,332
1839.....	191,992	8,703	1,879	94	13,193	215,861
1840.....	181,125	7,933	2,010	78	10,551	201,697
1841.....	211,575	4,320	5,113	13	20,793	241,814
1842.....	164,789	5,249	5,609	42	10,788	180,477
1843.....	176,588	7,172	5,051	67	11,738	201,516
Total for nine years.....	1,831,102	57,881	27,351	422	108,600	2,075,446
Yearly average.....	203,456	6,431	3,039	47	12,077	225,049
Per cent of each class.....	90 41	2 85	1 35	0 02	5 37	100
Average from 1835 to 1838, 4 years	tons. 226,258	tons. 6,126	tons. 1,697	tons. 32	tons. 10,407	tons. 244,520
Average from 1839 to 1843, 5 years	185,214	6,675	4,112	59	13,413	209,473

The annual average of the total number of tons which arrived at the Hudson river, from the Champlain canal, was as follows:—

Y E A R S.	Tons.
From 1835 to 1838, four years.....	number. 244,520
" 1839 to 1843, five years.....	209,473
Annual average diminution in the last five years..	35,047

The average increase or decrease of each class of articles, for the same period, which results in the above total decrease, were as follows:—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest.....	41,014	549
Agriculture.....	....	2,415
Manufactures.....	....	27
Merchandise.....	....	3,006
Other articles.....	....	5,997
Total.....	41,044	41,044
Diminution.....	....	35,047

The total number of tons of each class of articles which came to the Hudson river, from the Erie and Champlain canals, from 1835 to 1843, were as follows:—

TOTAL Tons of each Class of Articles.

Y E A R S.	Products of the Forest.	Agriculture.	Manufac- tures.	Merchan- dise.	Other Ar- ticles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.
1835.....	540,202	170,954	8,848	2085	31,102	753,191
1836.....	473,668	173,000	12,906	1170	35,597	690,247
1837.....	385,017	151,469	10,124	394	64,777	611,781
1838.....	400,877	182,142	8,487	298	48,677	640,481
1839.....	377,720	163,785	8,565	499	51,559	602,128
1840.....	328,709	302,356	8,665	104	36,178	669,012
1841.....	440,095	270,240	17,891	155	36,963	774,334
1842.....	321,480	293,177	16,015	185	35,709	660,026
1843.....	416,173	346,140	20,493	201	44,854	836,861
Total for nine years.....	3,085,941	2,053,263	120,994	5097	385,466	6,250,761
Yearly average.....	409,549	226,140	13,444	506	42,829	694,529
Per cent of each class.....	58 97	32 85	1 94	0 08	6 16	100
Average from 1835 to 1838, 4 years	tons. 449,941	tons. 169,391	tons. 10,091	tons. 988	tons. 45,038	tons. 675,449
Average from 1839 to 1843, 5 years	377,235	275,139	16,126	220	41,062	709,792

The annual average of the total number of tons which arrived at the Hudson river, were as follows :—

Y E A R S.	Tons.
From 1830 to 1843, five years.....	number. 709,792
„ 1835 to 1838, four years.....	675,450
Increase.....	34,342

The average increase or decrease of each class of articles, for the same period, which results in the above total increase, were as follows :—

CLASS OF ARTICLES.	Decrease.	Increase.
	tons.	tons.
Products of the forest.....	72,706	105,748
Agriculture.....	....	6,035
Manufactures.....	....	....
Merchandise.....	759	....
Other articles.....	3,976	....
Total.....	77,441	111,783
		77,441
Increase.....	....	34,342

The per cent of each class of property which came from each canal, in the last ten years, is as follows, viz. :—

CLASS OF ARTICLES.	Champlain.	Erie.	TOTAL.
Products of the forest.....	90 41	43 89	58 97
„ agriculture.....	2 85	47 23	32 85
Manufactures.....	1 35	2 22	1 94
Merchandise.....	0 02	0 11	0 08
Other articles.....	5 37	6 55	6 16
Total.....	100 00	100 00	100 00

A reference to the foregoing statements shows that the produce of the forest diminishes, on the average, on both canals; though, on the Erie canal, the tonnage of the forest delivered at tide-water, does not diminish as fast as the tonnage of agriculture from the western states increases.

The Champlain canal is sixty-six miles long, and with Lake Champlain, which is about 150 miles in length, opens an internal navigation of 216 miles. This communication is through a grazing, rather than a grain country. The forests of which, contiguous to the navigable waters, are rapidly disappearing. The agricultural surplus will not materially, if at all, increase; for the largest surplus of agriculture always comes from a comparatively new country, and decreases with the increase of population. The tonnage of the forest will not, of course, increase; for it is plain that in every locality the supply is in an inverse ratio to the demand. Population multiplies, but trees cut down do not soon renew themselves.

That portion of the Erie canal over which the largest volume of tonnage passes, and which, of course, requires the largest capacity, is between Utica and the Hudson river. It is over this portion of the canal that most of the tonnage moves which reaches tide-water.

The course of the lockages between Utica and Albany is furnished by the lockages at Alexander's lock, the first lock west of Schenectady, and which

passes more boats than any other lock on the Erie canal. The lockages in the last nine years have been as follows :—

Y E A R S.	Lockages.	Y E A R S.	Lockages.
	number.		number.
1835.....	25,798	1840.....	26,967
1836.....	25,518	1841.....	26,320
1837.....	21,055	1842.....	22,969
1838.....	25,962	1843.....	23,184
1839.....	24,234		

The average of the up tonnage, for the preceding nine years, is, to the down tonnage, about as 1 to 5. As the up tonnage is merchandise, mainly, and the down tonnage is principally the product of the forest and of agriculture, it is not probable that the former will ever equal the latter.

That portion of the Erie canal*over which the largest number of boats pass, is also between Utica and Albany. The number of boats which arrived at and departed from Albany and West Troy, during the last eleven years, was as follows :—

Y E A R S.	Boats.	Y E A R S.	Boats.
	number.		number.
1835.....	31,460	1839.....	31,882
1836.....	32,438	1840.....	30,456
1837.....	36,600	1841.....	33,782
1838.....	34,190	1842.....	32,840
1839.....	31,082	1843.....	32,826
1840.....	32,120		

Owing to the internal demand of this state for bread-stuffs, consequent upon the increase of population, it is not probable that the delivery, at tide-water, of the surplus of wheat and flour, the growth of this state, will much, if any, exceed that of past years. The increased delivery at tide-water, for the last eight years, has been, and that of future years probably will be, wholly of the growth of western states. And this increased delivery, it should be borne in mind, is not to be proportioned to the capacity of those states to produce, but to the demand for consumption at tide-water, on the Hudson river. This lengthened transportation of the products of agriculture, which pay nearly half the tolls, will thus increase the revenue much beyond the relative increase of the tons arriving at tide-water.

That the increase of delivery of flour and wheat, at tide-water, is the product of western states, is evidenced by the following statement :—

TONS OF FLOUR AND WHEAT.

Y E A R S.	FIRST CLEARED.			Arriving at Tide-water.
	Product of this State.	Product of Western States.	TOTAL.	
	tons.	tons.	tons.	tons.
1836.....	134,507	25,941	159,748	124,022
1837.....	124,769	31,533	156,702	116,491
1838.....	128,580	60,925	189,515	123,080
1839.....	145,090	64,196	209,286	124,683
1840.....	220,840	99,507	320,347	244,662
1841.....	178,724	120,256	298,982	201,360
1842.....	163,817	124,267	287,584	198,231
1843.....	187,160	157,453	344,703	248,780

The tolls collected at Albany and West Troy, in each of the last ten years,

on merchandise going from tide-water, and at Buffalo and Black Rock, on the products of western states going towards tidewater, is as follows:—

YEARS.	Albany.	West Troy.	TOTAL.	Buffalo.	Black Rock.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1834.....	\$44,811	133,199	378,040	91,204	....	91,204
1835.....	337,602	133,446	611,038	106,213	....	106,213
1836.....	389,327	160,248	549,575	158,075	....	158,075
1837.....	279,623	139,128	408,751	128,570	....	128,570
1838.....	357,187	182,510	539,703	202,891	....	202,891
1839.....	343,007	206,580	549,587	214,163	40,778	254,941
1840.....	295,563	186,917	482,510	321,417	54,164	375,581
1841.....	344,037	265,890	609,927	348,698	83,925	432,623
1842.....	249,313	201,215	450,568	374,780	35,436	410,216
1843.....	274,490	291,648	566,144	505,319	38,889	544,208

The following table is given as the result of the canal commissioner's statement. The tolls of the Erie canal, for the last ten years, have been paid as follows:—

TOLLS on Agricultural and other Products.

YEARS.	From other States.	From this State.	TOTAL.	On Merchandise.	Total tolls on Erie Canal.
	dollars.	dollars.	dollars.	dollars.	dollars.
1834.....	105,204	486,821	602,024	378,040	1,080,064
1835.....	122,513	711,112	865,625	511,048	1,376,673
1836.....	182,328	708,617	890,945	519,595	1,410,540
1837.....	112,291	587,125	735,110	408,751	1,144,170
1838.....	234,020	610,451	874,471	539,703	1,414,174
1839.....	291,088	583,338	877,416	549,586	1,427,002
1840.....	438,222	681,602	1,114,824	482,510	1,597,334
1841.....	499,051	704,671	1,203,722	809,926	1,813,651
1842.....	496,666	618,713	1,115,379	453,568	1,568,947
1843.....	601,319	709,853	1,311,172	566,143	1,880,315
Totals for 10 years.....	3,119,705	6,671,329	9,791,034	5,019,770	11,810,804
„ first 5 years.....	792,359	3,376,129	4,168,488	2,388,037	6,556,525
„ second 5 years.....	2,327,346	3,295,200	5,622,546	2,631,733	8,254,279

From the above, it appears that the increase in the last five years is.....	dollars.	dollars.
That the increase on merchandise is.....	273,896	1,730,734
That the increase on products from western states is.....	1,534,987	
Showing a total increase of.....	1,808,883	
And that there is a decrease on the products of this state of.....	77,929	1,730,554

It will be understood that these are results of the Erie canal alone, distinct from any other canals.

The increase at Oswego is known to be mostly, if not wholly, on products from western states.

The increase at Oswego, is.....	dollars.
The increase on all the lateral canals, including Oswego, is.....	104,143
Thus showing a decrease of.....	43,621
In the last five years in the tolls of the lateral canals, on the "products of this state."	60,522

The results of the foregoing statements, for all the canals, is then as follows:—

Increase on the Erie canal.....	dollars.	dollars.	Decrease on products from this state.—	dollars.	dollars.
„ all other canals.....	1,730,754		On the Erie canal.....	77,929	
Total.....	43,621		On all other canals.....	60,522	
Increase on products from western states, via:—	1,774,375		Total.....	138,451	
By way of Buffalo and Black Rock....	1,534,987		Leaving a balance of increase on agricultural products, from western states, of..	1,500,679	
„ Oswego.....	104,143		Increase on merchandise sent from tide-water.....	273,896	
Total.....	1,639,130		Total.....	1,774,575	

These results show one of two things—either that the agriculture of this state

suffers from a competition with the cheap and fertile lands of the western states, which seek through the Erie canal a market for their surplus productions; or that, as a country penetrated by canals becomes more densely populated, an internal demand grows up for productions which, at an earlier period, were sent to the sea-board. Both propositions may be, and to a certain extent, probably are, true. From the facilities of transportation, the states around the lakes, with lands to be procured at from two to ten dollars per acre, must continue to compete with the lands of New York, until they shall approximate nearly to an equality in value.

Number of Canal Boats.—It has always been a matter of uncertainty how many canal boats were in existence at any one period. The register of boats kept in this department shows some 5000 boats. A conviction that this was much beyond the actual number of boats, led to procure an accurate list.

The number, character, and tonnage of the boats, as shown by the table, are as follows. A column of value has been given, as obtained from an intelligent forwarder:—

DESCRIPTION OF BOATS.	Boats.	Average Tonnage.	Total Tonnage.	Value.
	number	tons.	tons.	dollars.
Packets	10	34	1,370	40,000
Line boats	389	51	21,042	389,000
Lake ditto	379	63	23,865	379,000
Bull-head ditto	114	62	7,350	114,000
Scow-boats, decked	327	56	18,125	000,000
Ditto, not decked	873	52	45,361	
Total	2126	55	117,153	1,526,000

Among the reasons for the falling off of the passenger business on the Erie canal, is the continuous line of railroad from Albany to Buffalo. This has changed the construction of boats from the "line-boat" form, which has accommodations for passengers, to the "scow," the "lake," and the "bull-head" form which carry only freight.

The total miles run in each year by all boats, was as follows:—

Y E A R S.	Packets.	Freight Boats.	Total Miles
	number.	number.	number.
1837..	401,050	5,556,950	5,972,000
1838 ..	400,258	6,126,800	6,527,050
1839..	290,900	5,785,850	6,076,750
1840..	258,880	5,053,300	5,212,180
1841..	322,880	7,103,550	7,426,430
1842 ..	351,300	6,173,200	6,527,500
The annual average of the last three years, is.			6,722,030
" " " first " "			6,191,935
Increase			530,097
Or equal to an increase of 276-100 per cent per annum.			

PROPERTY and Value cleared at Albany and Troy, on the Erie and Champlain canals.

DESCRIPTION.	1841	1842	1843
	quantity.	quantity.	quantity.
Cleared boats	No.	No.	No.
" " " " " " " "	102,715	123,394	165,044
" " " " " " " "	37,203,595	42,258,488	49,258,488
Tons arrived and cleared	No.	No.	No.
Value	837,949	789,920	999,327
	60,016,608	70,624,937	

PRODUCE ARRIVED ON THE HUDSON, VIA THE CANAL.

ARTICLES.	1841	1842	1843	ARTICLES.	1841	1842	1843
	quantity.	quantity.	quantity.		quantity.	quantity.	quantity.
Furs and peltry.....lbs.	1,180,000	858,700	638,809	MANUFACTURES.			
Boards and scantling...feet	177,790,340	150,657,900	177,402,000	Domestic spirits...gallons	2,022,770	711,403	863,355
Shingles.....M.	46,585	36,785	20,334,485	Leather.....lbs.	1,850,900	2,015,050	1,684,300
Timber.....feet	1,028,578	361,589	585,013	Furniture.....tons	760	584	924
Staves.....No	110,542,839	55,268,500	28,385	Bar and pig lead.....do	130	641	954
Wood.....cords	21,408	17,280	17,596	Pig iron.....do	2,018	2,788	2,065
Ashes.....bbls.	43,093	44,821	77,739	Iron ware.....do.	445	2,807	2,735
AGRICULTURE.				Domestic woollens.....do.	212	276	238
Pork.....bbls.	115,150	79,235	69,777	— cottons.....do.	374	844	975
Beef.....do	18,113	21,437	47,487	Salt.....do.	2,729	3,651	15,500
Cheese.....lbs.	14,171,081	18,004,613	24,336,260	Merchandise.....do.	155	185	201
Butter and lard.....do.	16,157,533	19,182,950	24,215,700	OTHER ARTICLES.			
Wool.....do.	3,617,073	3,255,148	6,216,400	Stone, lime, and clay.....tons	12,863	10,645	13,507
Flour.....bbls.	1,667,492	1,577,555	2,009,095	Gypsum.....do.	60	370	94
Wheat.....bush.	781,055	928,347	798,597	Mineral coal.....do.	8,045	8,816	6,928
Rye.....do	8,670	32,223	46,572	Sundries.....do.	15,983	....	23,773
Corn.....do	119,762	366,111	181,016	The aggregates were as follows:—			
Barley.....do	121,010	522,993	1,168,151	Forest.....tons	440,095	321,180	416,153
Other grain.....do.	603,175	1,212,517	513,956	Agriculture.....do.	270,210	293,177	343,682
Bran and shipstuf.....do.	556,011	789,814	702,054	Manufactures.....do	17,811	16,015	29,493
Pease and beans.....do	30,290	23,712	14,056	Other articles.....do	36,363	35,769	44,954
Potatoes.....do	32,397	24,664	22,883	Merchandise.....do.	155	185	201
Dried fruit.....lbs	498,697	1,111,068	671,000	Total.....	774,331	666,226	834,283
Cotton.....do	296,812	49,000	61,000	Value...dollars	27,225,322	22,751,013	26,376,399
Tobacco.....do	850,702	1,117,900	1,800,000				
Flower and grain-seed...do.	3,571,331	2,411,930	4,343,100				
Flaxseed.....do.	986,263	2,096,300	1,200,000				
Hops.....do	298,096	713,800	815,800				

The tonnage and value of agriculture in each year was as follows:—

YEARS.	Tons	Value.	Per ton
	number	dollars.	dls s cts.
1813.....	313,582	18,121 027	52 80
1842.....	293,177	15 664 889	53 50
1841.....	270,210	16,404 948	70 75

The valuations are those of the prices in Albany, at the time of their arrival.

CHAPTER XVIII.

COMMERCE OF THE AMERICAN LAKES.

BEFORE the conquest of Canada in 1759, the commerce of the lakes was carried on merely on account of the fur trade, and although settlements extended thinly and gradually along their banks after the American revolution, yet the supplying the fur traders with provisions and other articles, and the settlers with necessary goods and implements, and bringing down either to Montreal or New York, furs and such other produce as was collected, constituted the trade until 1830-32. This was especially the state of the trade north and west of Detroit.

In 1819, a steamboat, called *Walk-in-the-Water*, appeared on Lake Erie, made a trip as far as Mackinaw, or Machittinack, to carry up the American Fur Company's goods, and annually repeated the same voyage until she was wrecked near Buffalo, in November, 1821. Her place was then supplied by the steamboat *Superior* (now the ship *Superior*), in 1822. This boat made similar voyages to Mackinaw.

In 1826 and 1827, a steamboat made an excursion with a party of pleasure to Green bay, Lake Michigan. These pleasure excursions were annually made by two or three boats until the year 1832, when the government required the transportation of troops and supplies for the Black Hawk Indian war, and steamboats

were chartered by the government, and proceeded to Chicago, then an open roadstead, exposed to northerly storms, for the whole length of Lake Michigan.

In 1833, there were employed eleven steamboats, which carried to and from Buffalo and other ports on the lakes, during the open season, 61,485 passengers, from whom and for freight the projectors received the sum of 229,212 dollars 69 cents as an offset against the cost of about 300,000 dollars for the steamers.

Of the passengers carried, 42,956 were taken from Buffalo, bound west; the remaining 18,529 passengers were all landed at Buffalo, and distributed at the different ports along the lake.

Three trips were made to the upper lakes, two to Chicago, and one to Green bay; one of the boats left Buffalo on the 23rd of June, at 9 P.M., and returned on the 18th day of July, at 10 P.M. The other left Buffalo the 20th day of July, at 4 P.M., and returned August the 11th.

In 1834, the association was continued, and was composed of eighteen steamboats, which plied on the lake.

In 1836, the steamboat association formed in 1833, was dissolved; the number of steamboats increased, as did the business.

But from a general suspension of specie payments by the banks occurring in May, 1837, a less number, or at least no greater number, of passengers crossed the lakes in either 1837 or 1838, than in 1836; and a great decrease of goods going west, also had a tendency to diminish the business of those years.

In 1839, the owners of steamboats finding the number of boats, and the amount of capital employed in the business, so much greater than the trade could maintain, formed a new association, by which part of the boats were run, and a part laid up.

A regular line of eight boats was formed to run from Buffalo to Chicago, making a trip to Detroit every sixteen days. Emigrants, with their household furniture and farming implements, and others going west, gave these steamboats employment.

In 1840, this steamboat association employed more boats than that of 1839. This year the number of boats on Lake Erie was forty-eight, of various sizes, from 150 to 750 tons' burden, and cost in their construction about 2,200,000 dollars; a part of these boats were run, and a part laid up. The aggregate earnings of the running boats, for passengers and freight carried both ways, amounted to about the sum of 725,523 dollars 44 cents; this amount includes the earnings (estimated) of several boats that did not belong to the association, and added to the amount earned by the associated boats. Eight boats ran regularly this season from Buffalo to Chicago, making sixteen day trips, and one for a time from Mackinaw to Green bay, and occasionally to the Sault Ste. Marie; the aggregate earnings of which amounted to 302,757 dollars 93 cents. Two-thirds of this may be properly considered as business west of Detroit, and is 201,838 dollars 62 cents.

These receipts (with the exception of 12,000 or 14,000 dollars paid by government for the transport of troops) were paid by passengers and freight of merchandise to the different towns on the borders of Lake Michigan, and passengers and produce brought down.

In 1841, the same arrangement was made, and included nearly all the steamboat interest on the lakes. The boats were run in the same manner as in 1840, with this exception, that six boats of the largest class ran from Buffalo to Chicago, making fifteen day trips, and one to Green bay a part of the season, making a trip in fourteen days. These boats have made during this season 525 trips from Buffalo, of which 444 were made on Lake Erie to Toledo, Perrysburgh, River Raisin, and Detroit; and eighty-one to the upper lakes, of which seventy were made to Chicago, and the other eleven to Green bay and the Sault Ste. Marie—and to make these trips, have run between 440,000 and 450,000 miles. In addition to which, a small boat has run daily during the season, from Buffalo to Dunkirk and Barcelona, and occasionally to Erie.

From the increased quantities of agricultural products brought down from the shores of Lake Michigan in 1841, and many tons of lead and shot from the mines in that section of country, now for the first time in any considerable quantity, find a market by Lake Erie; and the great increase of travellers from New Orleans to the northern states, during the hot season of the summer months, having selected this route in consequence of its being more speedy, less expensive, more healthy than the lower route, and affording the traveller a view of the magnificent scenery of the islands and shores of the great lakes; it is estimated that three-fourths of the business done by the Chicago and Green bay boats, in 1841, was carried on by commercial enterprise west of Detroit.

So far as steamboats are concerned, owing to the entire want of safe harbours around Lake Michigan to afford them protection, their whole business is now confined to the western shore of that lake. During the late season, in mid-summer, two or three boats made each a trip to St. Joseph's and Michigan city. Milwaukee, Racine, Southport, and Chicago are the places where they have regularly done business.

STATEMENT showing the Number of Ships, Brigs, and Schooners, on Lakes Erie, Michigan, and Superior, together with their Amount of Tonnage and Value, in 1843.

VESSELS.	Number.	Tons.	Value.	To what Port belonging.
		number.	dollars	
Ships	1	200	8,000	Cleveland.
Brigs	2	261	12,000	"
Schooners	51	4,207	150,000	"
Ships	3	685	36,000	Buffalo.
Brigs	3	677	27,000	"
Bark	1	215	8,000	"
Schooners	52	4,368	168,000	"
Schooners	9	652	38,000	Presque Isle.
Schooners	5	356	10,400	Miami.
Brigs	3	559	23,000	Detroit.
Schooners and sloops	80	4,730	120,000	"
Schooners and sloops	15	792	68,000	Sandusky.
Total ships, brigs, schooners, and sloops ..	225	17,988	658,400	
portals of steamboats	61	17,324	1,741,200	

In alluding to the progress of the west, and of steam navigation, a Buffalo periodical of 1843, remarks:—

"The present month completes a quarter of a century since the first steamer was launched upon the western lakes. During that period changes of vast magnitude have been effected by the application of the mighty agent, steam. Dense forests, which frowned from the margin of great lakes, have been felled, to give place to thriving villages; and the moody aboriginal occupant, who gazed with wonderment at the approach of the ponderous vehicle, has become extinct, or is known only as a wanderer beyond the limits of the Mississippi. Changes like these have characterised the introduction of steam upon the lakes; and the independent, inquiring spirit, which so distinctly marks the habits of the people of this country, has kept pace with the progress of steam westwardly, and developed the fertility and abounding resources of the prairies, until they have become the granary of the world.

"(Of those who early participated in the effort to build up this new commerce, but few remain; still, they have vivid recollections of the undertaking, attended as it was by a heavy outlay and much solicitude for its consummation. To them, if not to those now actively engaged in its prosecution, a list of steamers down to the present season must be interesting; and we have, at no inconsiderable time and trouble, been enabled to make up the table below. Should such be the case, those at the west who have records as authority will make corrections, and call attention in some suitable manner, as we are desirous to obtain such information. The list of steamboats, constructed from the first attempt to navigate Lake Erie by steam, with place and date of building, together with their tonnage, is as follows:—

N A M E.	Tons.	Where built.	When built.	N A M E.	Tons.	Where built.	When built.
No.			years.	No			years.
Walk-in-the-Water.	340	Black Rock.....	1818	St. Clair.....	250	Sandusky.....	1836
Superior.....	300	Buffalo.....	1822	Don Quixotte.....	80	Toledo.....	"
Chippewa.....	100	".....	1821	Crockett.....	18	Brainerd.....	"
Henry Clay.....	348	Black Rock.....	1825	Cincinnati.....	116	Sandusky.....	"
Ponce.....	230	".....	"	Illinois.....	755	Detroit.....	1837
Niagara.....	180	".....	1826	Rochester.....	472	Richmond.....	"
William Penn.....	275	Erie.....	"	Madison.....	630	Erie.....	"
Enterprise.....	250	Cleveland.....	"	Cleveland.....	580	Huron.....	"
Peacock.....	120	Barcelona.....	1829	Wisconsin.....	700	Conneaut.....	"
Newburyport.....	75	Erie.....	"	Erie.....	497	Erie.....	"
Thompson.....	242	Huron.....	1830	Constellation.....	483	Charleston.....	"
Ohio.....	187	L. Sandusky.....	"	B. Hill.....	457	".....	"
Adelaide.....	230	Chippewa.....	"	Constitution.....	413	Conneaut.....	"
Gratiot.....	63	Charleston.....	1831	New England.....	416	Black Rock.....	"
Pennsylvania.....	395	Erie.....	1832	Milwaukee.....	401	Grand Island.....	"
New York.....	325	Black Rock.....	"	Wayne.....	390	Perryshurg.....	"
Brady.....	100	Detroit.....	"	Macomb.....	101	Mount Clemens.....	"
Uncle Sam.....	280	Gros Isle.....	"	Stat.....	128	Belvidere.....	"
Perseverance.....	50	Erie.....	"	Commerce.....	80	Sandusky.....	"
Washington (1st).....	600	Huron.....	1833	Mason.....	53	Grand Rapids.....	"
Michigan.....	472	Detroit.....	"	Great Western.....	780	Huron.....	1838
Webster.....	358	Black Rock.....	"	Buffalo.....	613	Buffalo.....	"
Detroit.....	210	Toledo.....	"	Chesapeake.....	412	Maumee City.....	"
Lady of the Lake.....	25	Mount Clemens.....	"	Vermilion.....	385	Vermilion.....	"
Marcy.....	161	Black Rock.....	"	Lexington.....	363	Charleston.....	"
North America.....	302	Conneaut.....	"	Fairport.....	259	Fairport.....	"
Newberry.....	170	Palmer.....	"	Red Jacket.....	148	Grand Island.....	"
Delaware.....	170	Huron.....	"	Vance.....	75	Perryshurg.....	"
Victory.....	77	Buffalo.....	1834	J. Allen.....	250	Chicago.....	"
Porter.....	342	Black Rock.....	"	Washington (2d).....	380	Ashdubula.....	"
Jefferson.....	448	Erie.....	"	Dole.....	162	Chicago.....	"
Perry.....	359	Perryshurg.....	"	Trowbridge.....	32	Kalamazoo.....	"
Monroe.....	341	Monroe.....	"	Marshall.....	51	L. ysburo.....	"
Mascopa.....	130	Huron.....	"	Owaschenok.....	45	Grand Haven.....	"
Sandusky.....	377	Sandusky.....	"	Patronage.....	56	St Joseph.....	"
Minnesetunk.....	230	Goderich.....	"	Scott.....	210	Huron.....	1839
Jackson.....	50	Mount Clemens.....	"	Chautauque.....	161	Buffalo.....	"
Jack Downing.....	80	Sandusky.....	"	Brothers.....	150	Chatham.....	"
L. Western.....	60	Chatham.....	"	Kent.....	180	".....	"
Fulton.....	368	Cleveland.....	1835	Huron.....	119	Newport.....	"
Columbus.....	301	Huron.....	"	Harrison (1st).....	63	Erie.....	"
Townsend.....	312	Buffalo.....	"	Missouri.....	612	Vermilion.....	1840
United States.....	306	Huron.....	"	Harrison (2d).....	320	Maumee City.....	"
Chicago.....	180	St. Joseph.....	"	Waterloo.....	98	Black Rock.....	"
Taylor.....	95	Silver Creek.....	"	Minos.....	400	Chippewa.....	"
Thames.....	160	Chatham.....	"	Indiana.....	534	Toledo.....	1841
Clinton.....	413	Huron.....	1836	Franklin.....	231	Algona.....	1842
J. Palmer.....	300	Buffalo.....	"	Nilo.....	600	Detroit.....	1843
Lake Erie.....	149	Detroit.....	"	Union.....	61	Black Rock.....	"
Barcelona.....	102	Danville.....	"	Caroline.....	48	Ogdensburg.....	1844
United.....	37	Detroit.....	"				

" Besides the above list, there are a few small boats of which nothing is known other than their names. Among those are the Pantanguishane, Cynthia, Pontiac, and Phenomenon, making, with those above given, an aggregate of 27,000 tons, at a total cost of 3,510,000 dollars; 180 dollars a ton being what we deem true data for building and fitting out this description of vessels.

" In examining the progress of steam, as applied in propelling vessels on the lakes, we are struck with the very small number of disasters when compared with other sections of the country, especially in the western waters. In the whole period of twenty-five years, there have been but four explosions which might be termed serious. It is true, there are other disasters to record, whose calamitous details are too freshly impressed upon the public mind. The following tabular view presents both these classes :—

EXPLOSIONS.	Lives lost.	BURNED.	Lives lost.
	number.		number.
Peacock, September, 1830.....	15	Washington, June, 1838.....	50
Adelaide, June, 1830.....	3	Erie, August, 1841.....	250
Erie, August, 1840.....	6	Vernilion, November, 1842.....	5
Perry, twice in 1838.....	6	Caroline (wilful).....	5
Total.....	30	" Total.....	310

" The incidental disasters, such as collisions, wrecks, &c., are as follows :—Walk-in-the-Water, wrecked in a gale in our offing, November 1, 1821—total loss. Washington (1st), wrecked in a gale, near Long point, in 1833, and one man drowned. She was a splendid new boat, cost 60,000 dollars, and the first season out—totally lost. Delaware, wrecked in a gale, near Chicago, in 1834—totally lost. Crockett, wrecked in a gale, near St. Joseph, in 1834—totally lost. Detroit, ashore near Southport, on Lake Michigan, in 1836—totally lost. Adelaide, ashore in a gale, on Lake Michigan, in 1840—totally lost. Taylor, wrecked, at Michigan city, in 1838—totally lost. The Taylor took fire near the mouth of Cattaraugus creek, in the autumn of 1836, but the flames were subdued in time to save the boat. One hand jumped overboard, and was drowned. Don Quixotte, lost in a gale, on Lake Huron, in 1836. Thames, burned by the ' Patriots,' at Windsor, in 1838. Webster, burned to the water's edge while lying up in Buffalo, in 1835. The Great Western was burned, at anchor, in Detroit, in 1839. The Cynthia, a Canadian ferry-boat, was burned, near Malden, in October, 1838. Minnesetunk, sunk by collision with the Erie, near Detroit. She has since been raised, enlarged, and is now known as the Godrich. Little Western, burned at Detroit last season. Macomb, ashore in a gale at the mouth of Detroit river last fall. Niagara, by collision with some other boat, at Huron. Ohio, sunk, at Toledo, in 1837. Little Erie, totally lost in the ice last fall, near Detroit. The Sandusky, consumed by fire while lying up in our harbour, last February.

" Of the old boats which have gradually gone to decay, we note the following :—Chippewa, Henry Clay, Enterprise, and Pioneer, in this harbour; Peacock and Pennsylvania, at Erie; Marcy and Brady, at Detroit; Thompson, at Huron; Newberry, at Miami city; Perseverance, at Monroe; Uncle Sam, at Charlestown; with some of the smaller boats, whose whereabouts are not distinctly known. Many of the larger class of boats, seldom used of late, are laid up in ordinary at the places named :—Webster, Townsend, New York, Star, and Monroe, at this port; Jefferson, at Erie; United States, at Cleveland; Michigan, at Detroit; Milwaukie, at Milwaukie. The Porter is now known as the Toronto, in the service of the Canadian authorities; the Minos is the armed steamer, also in the same employ. The Superior was long since dismantled, and converted into a ship, and is the only vessel of that description now on the lakes; the Julia Palmer having been converted into a steamer, and the Milwaukie lost in the disastrous gale of November last, upon Lake Michigan. The Cincinnati, Jack Downing, Barcelona, and Mazeppa, have also been converted into sail craft. The latter is known as the schooner, General Scott. The St. Clair was originally known as the Saginaw, Rhode Island, &c., of only 160 tons. During the past winter, she was remodelled and enlarged at Detroit, and now rates 250 tons. The Wisconsin was originally 490 tons, but is now being lengthened sixty feet, which will add to her tonnage at least enough to meet the figure given in the table.

" The Caroline, whose destruction filled so large a portion of public notice, was originally known as the Carolina, and believed to have been built at Charleston, South Carolina, at a very early date, as she was rebuilt at Ogdensburg, as given in the table. She was very strongly built, of Norway pine, and copper fastened. After passing down the St. Lawrence, she ran a couple of seasons on the Hudson, when her guards were shipped, so as to admit her through the Erie canal to this city. The date of her destruction is at Schlosser, Niagara county, New York, December 29, 1837.

" The number of boats yet remaining of the whole once in commission on Lake Erie and the other upper lakes, is about sixty, with an aggregate of 17,000 tons. Of these, some thirty-five only are used when the Consolidation is in existence.

"Of the whole number of boats put in commission during the above period, only *ten* were built and owned in Canada.

"The first steamer known to be upon Lake Michigan was the *Henry Clay*. In August, 1827, an excursion of pleasure was made in her to Green bay, where Governor Cass was holding a treaty with the Winnebagoes. After the treaty was concluded, the governor and suite returned in the *Henry Clay*. From that period to 1832, some of the boats went to Green bay, but no farther. On the breaking out of the Black Hawk war, several of the larger boats were chartered by government to convey troops to the disaffected territory; and Chicago, for the first time, was greeted by the sight of one of those strange visitors.

"The building of the propeller *Hercules* is the commencement of a new era in lake navigation, and her owners predict for that description of vessels a large share of the carrying trade, especially upon the upper lakes. The *Hercules* is 275 tons' burden, 135 feet long, twenty-five feet beam, eight feet hold, and put together in the strongest manner. She has fourteen state-rooms, six feet square, with sufficient additional space for the erection of forty-six berths more; and, from the peculiar symmetry of the vessel, she will doubtless afford ample accommodations for families emigrating. Her space below, for storage, is large, having almost the entire hull of the vessel appropriated for that purpose. The peculiar feature, however, of the *Hercules* is her engine and its auxiliaries. On examining the machinery, all are struck with the infinite compactness of the steam apparatus and its perfect simplicity, the whole weighing but fifteen tons. The engine is simple and very small, lies close upon the keelson, and fills but a space of six feet square. It is one of Ericson's patent, was made at Auburn, and is computed to be of fifty horse power. We might here remark, that the weight of an engine and boilers for one of our largest steamers is estimated at from sixty to ninety tons, the dead weight of which a propeller escapes carrying. The paddles are made of boiler iron, three-eighths of an inch thick, eighteen inches broad, by thirty inches long, and are placed on two long wrought-iron shafts, protruding from either side of the stern-post. The diameter of the paddles is six feet four inches. From the superb manner in which the *Hercules* is built and fitted out, having cost nearly 20,000 dollars, it is apparent that the Messrs. Hollisters are determined to give the experiment a full and fair trial. Another boat, of the same tonnage, for the same owners, is now being built at Perrysburg, and will be out next month. The Cleveland propeller was launched on the 22nd ult., and the fourth vessel of the kind is rapidly progressing toward completion at Chicago.

"Ten cords of wood, at a cost of seventeen dollars, will suffice the propeller per diem; while one of our largest steamers will consume two cords per hour, at a cost of eighty dollars a day. Some of the steamers even exceed this calculation by thirty-three per cent.

"The aggregate and importance of our lake trade is thus spoken of in a report made during the past season by the committee on commerce to Congress:— 'It appears, that in 1841, there were upon Lake Erie and the upper lakes more than fifty steamers, constructed at a cost of between 2,000,000 and 3,000,000 of dollars; and, among them, some (varying from 600 to 800 tons) which, for strength, sea-worthiness, beauty of model, and elegance of finish, may compare advantageously with any in America; and, notwithstanding the exceeding and continued pecuniary pressure of that year, that their aggregate earnings for freight and for passengers, during the season of navigation, and after accomplishing voyages, amounting collectively, by estimation, to near 450,000 miles, were 767,132 dollars. During the same year, the probable amount of capital invested in *sail vessels*, on the same lakes, was estimated at 1,250,000 dollars, and *their* earnings, during the same season, are estimated at 750,000 dollars. If to these earnings there are to be added 150,000 dollars for freight and toll upon United States products, passed during the same year through the Welland canal, it will be seen that the product of the navigation and commercial business upon these lakes amounts annually to the large sum of 1,700,000 dollars; while, at the same time, it has been productive of the vast advantage of furnishing employment and support to great numbers of sailors, and others connected, of necessity, with the business.

"From the reports of the Topographical Bureau, and other documents, which the committee had access to, it further appears, that during the year 1840, the number of entries and departures of vessels and steamers at Buffalo was 4061; that, during the same year, the number was equally great at Cleveland; and that, of the 2,000,000 bushels of wheat shipped, 896,550 bushels were cleared from that port for Canada or the Welland canal; and that there were, during the same period, and from the same place, 422 clearances of vessels for Canada or the Welland canal. It further appears, by those documents, that dutiable merchandise from New York or elsewhere, to the value of 10,000,000 dollars, was discharged at Cleveland, and destined for the Ohio and Mississippi valleys, passing down the Ohio canal, and for consumption and supply in the state of Ohio.

"The rapidity with which the navigation and commerce of the lakes has thus grown up, constitutes a striking feature in the general subject. With that is connected a consideration of the influence produced upon those interests by the completion of the great lines of communication between the Hudson and Buffalo, by canal and railway; and between the Ohio river, at the mouth

of the Scioto and Lake Erie, at Cleveland, through the Ohio canal. This influence is ably and sufficiently illustrated in the different expositions contained in the reports of the Topographical Bureau; and, if consequences so vast may justly be deduced from the opening of those lines of communication, who can measure the extent of that teeming commerce which will be poured into Lake Michigan, through the canal up the Illinois? and how immeasurably will that commerce be swollen and expanded by the completion, now so nearly accomplished, of the Ohio and Indiana canal, of the Miami and the Wabash, which terminates in the Miami bay, and of that canal which is to unite Pittsburg with the lakes at Erie, and of all those other lines of communication by railroad which are respectively in a course of completion?

"Of the actual condition of the commerce of the lakes, some adequate conception, it is believed, can be formed. The secretary of war estimates its annual value at a sum exceeding 25,000,000 dollars."

"In size, model, speed, finish, and general arrangement, these vessels are unsurpassed. The original cost of these vessels varies from 15,000 dollars to 120,000 dollars each. A boat of the largest class requires the services of forty men to manuege her, whose salaries are as follows:—

C R E W.	Per Month.	C R E W.	Per Month.
	dollars.		dollars.
Captain	100	First mate	60
Clerk	45	Second mate	30
Steward	45	Chief cook	30
Nine deck hands, each	14	Two assistants, each	20
Eight firemen	20	One female ditto	14
Four wheelmen	25	Four waiters, each	12
One engineer	60	Two porters	12
Two assistants, each	30	One carpenter	20

Or, at the farthest, 1000 dollars for labour.

"During this period, a steamboat will make four trips to Detroit and back to Buffalo, and consume about 1000 cords of wood at each trip, at a cost of about one dollar eighty-five cents per cord. She will also consume about thirty-three gallons of oil each trip, with an outlay of ten dollars for washing, besides other trifling contingencies.

"Attached to the lake consolidation there are thirty-seven boats, comprising the whole of the large class now afloat on Lake Erie. Between high and low pressure boats there are vast differences in the cost of outfit. The Missouri (high pressure), large class, 610 tons, cost when ready for service, 80,000 dollars. Her engine, horizontal, and one of the most perfect ever put into the hull of a vessel, was purchased at a bargain, and cost at Pittsburg, in June last, 18,000 dollars. An additional 3000 dollars more was paid for its transportation to Erie. Her upholsterer's bill amounted to 4000 dollars. The Cleveland, low pressure, large class, 570 tons, was built and fitted out three years ago, at a time when labour and materials were very high. Her hull cost 22,500 dollars, engine 45,000 dollars, with an additional 5000 dollars for shafts, &c., furnished at Buffalo previous to her going into service. This craft is allowed to have the most happy combination of arrangements of any boat on the western waters, a circumstance most assuredly which gives her such great speed. She consumes three cords of wood every hour, or 150 to Detroit and back to Buffalo, and 600 cords to Chicago. An ordinary high pressure boat will consume about eighty cords to Detroit and back, or 375 to Chicago and back. During the first twelve trips of the Constitution this season to Detroit and back, she consumed 1130 cords of wood, at a cost of one dollar seventy-five cents per cord, amounting to within a fraction of 2000 dollars for fuel.

"When running, the rate of insurance is six or seven per cent, and when lying up, during the winter, only one per cent is charged. Sometimes, however, in very boisterous weather, near the close of the navigation, two per cent a month is charged for policies. These policies are rarely taken out by heavy owners; it is done mostly by persons not engaged in the forwarding business, who own a few shares of stock, and are solicitous for its safety. The great bulk of steamboat stock is uninsured. One of the most prominent features which characterise our lake craft is the elegant style in which they are painted. This is a feature belonging exclusively to Lake Erie. Every traveller that has passed between Buffalo and points west, will acknowledge and award to the artists of Buffalo high commendation for the manner in which they have performed their labour. Four thousand dollars has been paid for the painting, glazing, and ornamenting a single steamboat.

"*Steamboats on Lake Ontario.*—The following lists of steam vessels employed in the navigation of Lake Ontario and the St. Lawrence, include all that have been so employed, from the first use of steam on those waters, and whether built on the United States or the Canadian side. We are indebted for the statement to Mr. John Disturnell. The amount of tonnage propelled by steam, on the Canada side, will be seen to be not far from four times more than the amount belonging to the American side; a difference which though in part accounted for, by the great extent of waters exclusively Canadian, is still, notwithstanding this fact, a greater difference than would, we apprehend, have been generally supposed to exist.

List of American Steamboats, built and running on Lake Ontario, June, 1816.

When built.	Names.	Tons.	Where built.
1816.....	Ontario*.....	400	Sackett's harbour.
1818.....	Sophia*.....	75	Ditto.
1823.....	Martha Ogden*.....	150	Ditto.
1830.....	Brownville*.....	150	Brownville.
1831.....	Charles Carroll*.....	100	Sackett's harbour.
1831.....	Paul Pry*.....	50	Ogdensburg.
1832.....	United States.....	150	Ditto.
1833.....	Black Hawk†.....	200	French Creek.
1834.....	Oswego.....	400	Oswego.
	John Marshall.....	60	Lake Erie
1836.....	Oneda.....	300	Oswego.
1837.....	Telegraph.....	200	Dexter.
1839.....	St. Lawrence.....	450	Oswego.
1839.....	Express.....	150	Putneyville.
1841.....	George Clinton.....	150	Oswego.
1841.....	President.....	60	Ditto.
1842.....	Lady of the Lake.....	425	Ditto.
1843.....	Rochester.....	400	Ditto.
	Total tons.....	4120	

Ericson Propellers, running from Oswego to Chicago (Illinois).

1841.....	Vandalia.....	150	Oswego.
1842.....	Chicago.....	150	Ditto.
1842.....	Oswego.....	150	Ditto.
1843.....	New York.....	150	Ditto.
	Total tons.....	600	

British Government Vessels.

1835.....	Traveller.....	350	Niagara.
1838.....	Experiment.....	150	Ditto.
1842.....	Mohawk (iron ves).....	150	Kingston.
1842.....	Cherokee.....	700	Ditto.
	Total tons.....	1350	

* Broken up.

† Now named Dolphin, and owned in Canada.

‡ Hull used as a timber ship.

List of British Steamboats, built and running on Lake Ontario, June, 1816.

When built.	Names.	Tons.	Where built.
1816.....	Frontenac*.....	700	Kingston.
1817.....	Charlotte*.....	150	Ditto.
1819.....	Dalhousie*.....	250	Prescott.
1824.....	Toronto*.....	200	Toronto.
1824.....	Queenston*.....	350	Queenston.
1825.....	Canada*.....	250	Toronto.
1825.....	Niagara*.....	400	Brockville.
1828.....	Alciopo*.....	450	Niagara.
1829.....	Sir James Kempt*.....	200	Kingston.
1830.....	Great Britain*.....	700	Prescott.
1831.....	Iroquois*.....	100	Ditto.
1832.....	John By†.....	200	Kingston.
1832.....	William IVth.....	450	Gananoque.
1832.....	Transit.....	350	Oakville.
1833.....	Britan. (laid up).....	200	Kingston.
1833.....	Cobourg.....	500	Cobourg.
1833.....	Brockville.....	350	Brockville.
1833.....	Kingston.....	200	Kingston.
1834.....	Com. Barriett.....	275	Ditto.
1834.....	Union.....	300	Oakville.
1835.....	St. George.....	400	Kingston.
1837.....	Sir Robert Peel.....	350	Brockville.
1837.....	Que.....	200	Niagara.
1838.....	Queen Victoria.....	200	Ditto.
1838.....	Hen. Gildersleeve.....	250	Kingston.
1840.....	Highlander.....	300	Coteau du Lac
1840.....	Albion.....	200	Brockville.
1840.....	America.....	300	Niagara.
1840.....	City of Toronto.....	500	Ditto.
1840.....	Sovereign.....	475	Ditto.
1841.....	Princess Royal.....	500	Ditto.
1841.....	Canada.....	450	Prescott.
1841.....	Frontenac.....	200	Kingston.
1841.....	Sir Charles.....	200	Ditto.
1842.....	Prince of Wales.....	200	Ditto.
1842.....	Admiral.....	400	Niagara.
1842.....	C. Just. Robinson.....	400	Ditto.
1843.....	Eclipse.....	400	Ditto.
	Total tons.....	12,600	

* Broken up.

† Lost in 1842.

‡ Destroyed by the Patriot in 1838.

"In addition to the above list of British steamboats, of a large class, there are a number of smaller boats and Ericson Propellers, running from Kingston to Montreal, passing down the rapids of the St. Lawrence river, and returning through the Rideau canal. When the Beauhar- nois canal is completed, vessels of a large class can run direct from Montreal to the Upper Lakes.

The present trade of the inland seas of America, is about *four times* the amount of the export and import trade in 1775, of the thirteen old colonies.

		£	dollars.
In 1715 {	Exports, average for six years	1,752,142	7,779,510
	Imports ditto	2,732,036	12,130,239
Total.....		4,484,178	19,909,749

		dollars.
In 1841 {	Exports.....	32,442,581
	Imports.....	33,182,441
Total.....		65,625,022

In 1836, the aggregate of the export and import trade on the lakes was only 16,416,354 dollars. Increase in 1841, 49,364,648 dollars—or nearly *fifty mil- lions* in five years! In 1845, estimated at 85,000,000 dollars.

In 1819, there was but one steamboat on the lakes.

In 1827, a steamboat made an excursion to Green bay.

In 1832, a boat reached Chicago with troops.

In 1833, there were eleven boats on the lakes, which cost 360,000 dollars,

from Canadian ports on Lake Erie, and American and Canadian ports *via* Welland canal. Principal articles of cargo :—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Merchandise.....packages	35,485	Corn.....bushels	11,165
Salt.....tons	489	Wheat.....do.	1,720
Fish.....lbs.	90,100	Lumber*.....feet	2,058,000
Flour.....do.	5,911	Shingles.....thousand	1,802
Flour.....do.	1,121	Staves.....do.	69
Plaster.....do.	1,101	Shingle bolts.....cords	333
".....tons	423	Burr blocks.....No.	1,500

Cargo by steamboats, no account.

* 1,108,000 feet from Canada.

Whole number of departures, 1366 ; of which 422 were to Canadian ports on Lake Erie, and American and Canadian ports *via* Welland canal. Principal articles of cargo :—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Wheat.....bushels	1,593,000	Beef.....barrels	808
Corn.....do.	203,000	Beans.....casks	617
Oats.....do.	17,229	Cheese.....do.	1295
Flour*.....barrels	460,810	".....tons	32
Pork.....do.	33,733	Tobacco.....hogsheads	900
Whiskey.....do.	12,318	Hams.....casks	2082
Lard.....do.	1,505	Coal.....tons	4329
".....kegs	3,701	Grindstones.....do.	206
".....tons	60	Staves.....thousand	2954
Salt.....barrels	17,030	Black walnut lumber.....do.	144
Flax and grass seed.....do.	2,051	Feathers.....sacks	952
Butter.....do.	541	Wool.....bales	661
".....kegs	15,512	Cotton.....do.	174
".....tons	28	Hides.....No.	1031
Potash.....barrels	1,000		

* 12,383 barrels shipped by steamboats.

Of the above were shipped to the provinces of Upper and Lower Canada :—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Wheat.....bushels	271,913	Beef.....barrels	760
Corn.....do.	47,393	Coal.....tons	1553
Oats.....do.	969	Grindstones.....do.	157
Flour.....barrels	62,605	Staves.....thousand	34
Pork.....do.	13,469		

Vessels belonging to Cleveland.—Schooners, sixty-six ; steamboats, seven ; brigs, four ; sloops, two ; aggregate amount of tonnage, 9504 tons.

Canal Commerce of Cleveland.—The following particulars of merchandise, on which toll is charged by weight, is from the official report of D. H. Beardsley, Esq., the collector at Cleveland. There arrived at Cleveland, by way of the canal, during the year 1841, 275,556,683 lbs. The following constitute the chief articles that arrived in 1841 and 1842 :—

ARTICLES ARRIVED.	1841	1842	ARTICLES ARRIVED.	1841	1842
	quantity.	quantity.		quantity.	quantity.
Wheat.....bushels	1,564,321	1,311,665	Tobacco.....hogsheads	912	1,203
Flax seed.....do.	2,538	9,170	Lumber.....feet	328,998	313,549
Corn.....do.	245,118	218,750	Staves and hog-heads, pieces	978,458	879,398
Oats.....do.	32,851	24,154	Wood.....cords	1,789	2,590
Mineral coal.....do.	478,370	466,844			
Flour.....barrels	441,425	492,711	ARTICLES CLEARED.		
Pork.....do.	29,794	53,272	Salt.....barrels	59,793	49,456
Whiskey.....do.	12,270	9,967	Lake fish.....do.	9,309	0,274
Butter.....lbs.	1,463,280	1,115,050	Merchandise.....lbs.	15,227,709	10,091,803
Pot and pearl ashes.....do.	100,111	584,851	Furniture.....do.	927,450	1,062,785
Cheese.....do.	58,148	250,202	Gypsum.....do.	1,532,129	1,789,422
Lard.....do.	961,161	1,311,185	Lumber.....feet	1,722,202	1,399,702
Bacon.....do.	1,481,271	1,267,245	Shingles.....do.	2,578	2,394
Pig iron.....do.	908,160	1,974,286	Hoops, flat.....do.	732,400	830,225
Iron and nails.....do.	3,005,417	3,172,872	Millstones.....pairs	374	144
Merchandise.....do.	689,141	543,440			

STATEMENT showing the Number of Vessels and Steamboats belonging to the Port of Cleveland, their Tonnage, and the Number of Arrivals and Departures, from the Year 1830 to 1843, inclusive.

Y E A R S.	Steam-boats.	Schooners.	Sloops.	Brigs.	Ships.	Tonnage.	Arrival of ves-sels exclusive of Steamboats.	Departure of vessels, exclusive of Steamboats.
	number.	number.	number.	number.	number.	tons.	number.	number.
1830.....	1	12	2	....	....	1029	213	218
1831.....	1	14	4	....	....	....	355	350
1832.....	1	21	3	....	....	....	497	496
1833.....	1	22	4	....	....	....	794	790
1834.....	1	27	5	....	....	....	838	835
1835.....	3	20	5	1	....	3062	878	870
1836.....	4	31	6	2	....	....	920	921
1837.....	7	48	6	2	....	....	960	951
1838.....	11	50	3	2	1	....	1054	1050
1839.....	11	49	3	2	1	....	1024	1029
1840.....	7	54	3	2	....	9504	1344	1344
1841.....	7	66	2	4	....	....	1304	1306
1842.....	5	67	2	6	....	8671	1414	1412
1843.....	4	74	3	5	....	9386	1342	1432

The following statement of produce cleared in 1830, at Cleveland, Ohio, which town is situated at the junction of the Ohio canal with Lake Erie, shows the first commencement of a trade in new articles which must accumulate rapidly, and principally flow through the western canal of this state:—

A R T I C L E S.		Quantity.	A R T I C L E S.		Quantity.
		number.			number.
Salt.....	barrels	23,404	Gypsum.....	tons	85
Fish.....	do.	4,482	Merchandise.....	do.	1,461
Millstones.....	pair	10			

The following articles of property have arrived at Cleveland, by way of the canal, during the year 1830:—

A R T I C L E S.		Quantity.	A R T I C L E S.		Quantity.
		number.			number.
Wheat.....	bushels	176,689	Pork.....	barrels	873
Coal.....	tons	5,100	Beef....	do.	148
Flour.....	barrels	32,988	Linseed oil.....	casks	802
Whiskey.....	do.	2,412	Pot and pearl ashes.....	tons	104

The above arrivals, *via* canal, may be considered as the principal articles exported from Cleveland, during the year 1830.

PRODUCE discharged from the Ohio canal, at Cleveland, and the Tolls of the Ohio, Miami, and New York canals.

Y E A R S.	Flour.	Wheat.	Pork.	Coal.	Ohio canal. Tolls.	Miami. Tolls.	New York. Tolls.
	barrels.	bushels.	barrels.	bushels.	dollars.	dollars.	dollars.
1833.....	98,302	386,760	22,758	49,131	136,555	50,470	1,463,820
1834.....	105,320	333,408	33,844	95,634	164,488	50,940	1,341,329
1835.....	132,319	387,232	19,814	50,473	185,684	51,917	1,548,986
1836.....	167,431	463,821	13,672	84,124	211,823	51,116	1,614,336
1837.....	203,691	549,141	42,087	183,484	293,428	92,833	1,292,027
1838.....	287,465	1,229,012	39,055	73,292	382,135	77,863	1,590,011
1839.....	264,887	1,515,820	30,717	134,881	423,599	78,601	1,616,382
1840.....	505,461	2,155,407	23,917	172,206	452,122	70,391	1,776,747
1841.....	441,426	1,584,421	29,797	478,370	416,202	72,612	2,034,882
1842.....	492,711	1,311,665	62,272	466,844	387,442	71,600	1,008,000

The following tabular Statement exhibits the Amount of Tolls received on the Ohio and Miami Canals, and the Amount paid since December 1, 1826 :

Y E A R S.	OHIO CANAL.			MIAMI CANAL.		
	Received for tolls, fines, and water-rents.	Paid collectors and inspectors.	Paid engineers, superintend- ents, and for re- pairs.*	Received for tolls, fines, and water-rents.	Paid col- lectors and inspectors.	Paid engineers, superintend- ents, and for re- pairs.
	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dollars.	dls. cts.
1827.....	1,500 00	700 00	....	....	....	....
1828.....	4,000 00	900 00	....	8,042 70	....	....
1829.....	7,000 00	1,100 00	....	20,941 36	1200	10,329 50
1830.....	30,493 93	1,300 00	....	30,082 33	1200	6,538 05
1831.....	64,864 17	2,100 00	....	30,653 88	1550	6,605 06
1832.....	70,982 48	3,000 00	....	36,847 47	1700	9,237 91
1833.....	136,555 70	4,125 00	33,741 26	50,470 63	1975	5,698 83
1834.....	164,488 98	5,325 00	71,853 49	50,040 99	2225	7,940 37
1835.....	185,684 48	5,325 00	75,875 10	51,917 00	2225	10,927 57
1836.....	211,823 32	5,650 00	84,846 81	51,116 22	2225	28,768 77
1837.....	203,428 79	7,650 00	115,688 82	62,833 40	2675	46,556 91
1838.....	202,135 96	7,250 00	192,344 99	77,463 08	2700	32,657 25
1839.....	423,509 84	8,200 00	195,627 13	78,001 19	2500	44,091 19
1840.....	452,122 03	8,500 00	113,002 05	70,321 53	2500	22,553 55
1841.....	416,202 63	† 0,240 00	124,263 49	72,612 88	2672	50,780 55
1842.....	347,412 22	0,000 00	120,217 51	58,400 34	2926	20,634 70
1843.....	322,754 82	0,000 00	114,897 77	63,640 09	2500	136,326 05

* Until 1833, when the canal was finished, repairs were charged as construction.

† This amount includes tolls refunded.

‡ This includes expenditures on the Warren County canal.

RECEIVED at Cleveland, *via* the Ohio Canal.

Y E A R S.	Barrels of Flour.	Bushels of Wheat	Barrels of Pork.	Bushels of Coal.
	quantity.	quantity.	quantity.	quantity.
1833.....	98,402	356,709	22,758	48,134
1834.....	105,326	333,868	23,884	95,634
1835.....	132,319	397,232	19,814	50,473
1836.....	167,131	407,821	13,572	84,121
1837.....	203,691	549,111	42,057	183,484
1838.....	287,465	1,229,012	39,055	73,222
1839.....	204,887	1,515,820	30,717	134,881
1840.....	505,461	2,155,407	23,017	172,206
1841.....	441,424	1,564,421	29,797	478,370
1842.....	492,711	1,311,665	52,272	466,844
1843.....	577,360	815,536	13,177	387,934

Pounds of Merchandise shipped on the Ohio Canals, with the Aggregate Loans of the Ohio Banks.

Y E A R S.	MERCHANDISE SHIPPED FROM—			TOTAL.	Bank Loans.
	Cleveland.	Portsmouth.	Cincinnati.		
	lbs.	lbs.	lbs.	lbs.	dollars.
1832.....	5,260,000	•	•	•	•
1833.....	9,890,310	•	6,124,000	•	•
1834.....	10,127,613	•	5,668,000	•	•
1835.....	14,839,950	5,868,605	7,217,000	2,315,555	10,071,250
1836.....	13,384,959	7,220,003	6,065,000	26,669,962	17,076,250
1837.....	10,757,386	3,487,271	6,020,000	20,264,657	18,175,699
1838.....	18,875,286	3,763,393	0,887,000	29,525,679	19,505,692
1839.....	19,125,282	7,085,735	8,664,640	34,875,657	16,520,360
1840.....	10,783,514	6,747,565	5,666,282	23,097,361	13,414,087
1841.....	15,104,747	5,773,929	4,359,333	25,298,109	9,818,128
1842.....	10,091,803	5,111,112	2,842,861	18,045,776	6,937,080
1843.....	13,250,758	5,886,587	3,651,293	22,788,638	4,019,168
1844.....	11,532,460	5,176,823	4,112,291	20,841,774	2,815,345

"The large imports of merchandise, in some former years, were concomitant with extended bank loans—a means by which the credits were unduly sustained, and sales of goods prolonged in excess of the means of payment. This took place during that season of speculation which pervaded all sections of the union, and was a necessary consequence of that ill-judged multiplication of banks created to supply a supposed want, induced by the anticipated expiration of the charter of the late national bank."—*Hunt's Magazine*.

TOTAL Exports of Leading Articles from the Ports of Cleveland, Portsmouth, and Cincinnati, Ohio.

YEARS.	Wool.	Pork.	Lard.	Coal.	Wheat and Flour.
	lbs.	barrels.	lbs.	bushels.	bushels.
1835.....	....	....	522,498	50,473	1,178,706
1836.....	....	43,073	638,369	84,124	1,467,520
1837.....	....	70,880	1,550,410	183,384	1,636,061
1838.....	....	70,014	2,144,231	73,292	2,738,195
1839.....	82,102	120,566	3,872,801	134,881	3,566,615
1840.....	63,349	67,205	2,250,370	172,806	5,778,392
1841.....	138,353	103,634	4,117,030	478,370	4,805,327
1842.....	224,600	121,236	4,937,178	466,844	4,944,663
1843.....	420,679	93,006	0,467,157	387,834	4,486,114
1844.....	078,794	102,023	9,919,229	540,305	4,305,215

"The quantity of merchandise imported into Ohio, in 1844, was sixty per cent of the quantity imported in 1839, when the loans of the banks had been running near their highest points. At the same time, the exports of produce have largely increased. The value of the imported merchandise is officially estimated at 300 dollars per 1000 lbs.; consequently, the import of 1839, was worth 10,462,500 dollars, and that of 1844, 6,252,300 dollars; a reduction of 4,210,200 dollars. At the same time, an increase of exports took place, calculating the quantities at present prices, as follows:—

ARTICLES.	Quantity.	Value.
Wool.....lbs.	896,692	dollars. 448,346
Pork.....barrels	42,000	420,000
Lard.....lbs.	6,046,338	420,000
Coal.....bushels	405,424	202,712
Wheat.....do.	738,600	738,600
Total increase, five articles..	...	2,229,658

"This makes a difference of 6,439,856 dollars more, in the year's business of 1844, in favour of Ohio, than that of 1839.

STATEMENT showing the Principal Articles Imported and Exported at the Port of Cleveland during the Year 1843. Also the whole Number of Arrivals and Departures, the Number of Vessels belonging to the District of Cuyahoga, and the Aggregate Tonnage.

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
IMPORTS.	number.	dollars cts.	Brought forward....	number.	dollars cts
Salt.....barrels	79,103	93,034 81	Corn.....bushels	196,747	2,919,486 98
Lumber.....feet	1,504,215	15,040 00	Oats.....do.	11,158	68,861 45
Shingles.....M.	3,539	8,847 50	Whiskey.....barrels	11,245	2,343 18
Fish.....barrels	8,808	23,232 00	Salt.....do.	16,720	73,092 50
Plaster.....do.	2,048	3,972 00	Lard.....kegs	17,504	19,862 12
".....tons	50	250 00	Butter.....do.	12,076	52,512 00
Shingle-bolts.....cords	437	2,022 00	Seeds.....barrels	3,203	48,304 00
Merchandise.....tons	8,126		Ashes.....casks	5,207	29,037 00
".....packages	40,709	5,712,392 00	Beef.....do.	7,623	114,554 00
Furniture.....do.	1,325		Beans.....barrels	291	38,115 00
".....tons	16		Cheese.....lbs.	1,050,503	727 50
Seeds.....casks	1,379	8,274 00	Tobacco.....hogsheads	2,227	47,680 33
Iron.....tons	165	9,300 00	Racon.....lbs.	862,904	267,246 00
Limestone.....cords	310	1,895 00	Coal, (7,843 tons used by stoabonts).....tons	11,168	38,833 38
Cedar-posts.....No.	5,296	16,650 00	Grindstones.....	700	33,504 00
Leather.....sides	5,560	34,410 00	Staves.....M.	969	8,880 00
".....rolls	1,147	14,136 00	Wool.....sacks	8,704	11,626 00
Cast-iron stoves.....	1,178	3,079 64	Feathers.....	1,001	304,640 00
Castings.....lbs.	91,991	2,562 00	Hides.....No.	3,911	19,098 00
Water-lime.....barrels	1,281	5,785 00	Nails.....kegs	6,361	10,755 25
Nails.....kegs	1,151	10,920 00	Iron.....tons	4,200	31,805 00
Marble.....pieces	1,821	315 00	Black walnut lumber.M. ft.	193	336,000 00
".....tons	7	2,472 00	Brooms.....dozen	2,420	2,895 00
Lehigh coal.....do.	206	1,500 00	Fallow.....barrels	1,400	3,630 00
Burr blocks.....No.	1,163	3,000 00	Hollow-ware.....tons	147	14,960 00
Oil.....casks	100	16,125 00	Glass.....boxes	8,010	10,290 00
Clocks.....boxes	645		Fruit.....barrels	3,250	12,915 00
Total.....	....	5,991,630 95	Oil, linseed and lard.....do.	1,811	3,250 00
EXPORTS.			Fish.....do.	1,008	45,275 00
Wheat.....bushels	724,211	564,884 88	Merchandise.....packages	15,534	5,040 00
Flour.....barrels	590,878	2,208,136 40	".....tons	553	881,935 00
Pork.....do.	16,038	116 468 00	Beer.....barrels	43	215 00
Carried forward.....	....	2,949,486 98	Produce.....tons	16	600 00
			Carried forward.....	....	5,498,592 69

(continued)

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
	number.	dollars cts.		number.	dollars cts.
Brought forward....	....	5,408,562 60	Brought forward....	....	320,881 37
Saleratus.....boxes	392	1,960 00	Bacon.....lbs.	40,511	1,823 00
Starch.....do.	110	220 00	Barley.....bushels	413	154 87
Hemp.....tons	34½	2,760 00	Lard.....kegs	705	2,115 00
Soap.....boxes	330	1,980 00	Beer.....barrels	20	100 00
Candles.....do.	89	267 00	Fish.....do.	10	50 00
Bees'-wax.....casks	40	2,400 00	Coal.....tons	1,459	4,377 80
Live hogs.....No.	750	3,000 00	Hollow-ware.....do.	5	350 00
Plaster.....barrels	234	409 50	Cheese.....lbs.	5,211	234 50
Barley.....bushels	1,460	547 75	Iron.....tons	29	2,320 00
Total.....	....	5,512,106 94	Fruit.....barrels	91	91 00
Exports to CANADA, IN- CLUDED IN THE ABOVE.			Starch.....boxes	63	126 00
Flour.....barrels	49,302	187,575 00	Black walnut lumber, M. ft.	17	255 00
Pork.....do.	4,812	33,684 00	Salt.....barrels	396	444 50
Wheat.....bushels	90,689	70,737 42	Beef.....do.	67	335 00
Corn.....do.	78,481	27,468 35	Brooms.....dozen	99	148 50
Grindstones.....tons	118	1,416 00	Tallow.....barrels	29	290 00
Carried forward...	....	320,881 37	Hemp.....tons	344	2,760 00
			Seeds.....barrels	63	567 00
			Merchandise.....packages	512	19,926 00
			Total.....	....	357,348 74

Total value of exports in 1842.....	dollars cts.
" " " 1843.....	5,551,808 56
Balance in favour of 1842.....	5,502,108 94
	349,799 62

This balance may be accounted for by the falling off in our foreign exports. Had our trade with Canada in 1843 been equal to 1842, our total exports would have amounted to 6,161,736 dollars 25 cents; which is shown as follows:—

Exports to Canada in 1842.....	dollars cts.
" " " 1843.....	1,016,976 05
Balance in favour of 1842.....	357,348 74
Add total exports in 1843.....	659,627 31
Total.....	5,502,108 94
Value of wheat, flour, and pork, shipped to Canada in 1842...	661,954 31
" " " " " 1843...	291,997 02
Balance in favour of 1842.....	609,957 29

Whole number of vessels arrived in 1843.....	1382
" steamboats (voyages) arrived in 1843.....	1100
Total.....	2482
Whole number of vessels departed in 1843.....	1432
" steamboats departed in 1843.....	1100
Total.....	2532
Whole number of vessels entered from Canada in 1843.....	184
" cleared for Canada in 1843.....	176
Total.....	360
Total number of vessels belonging to the district of Cuyahoga..	82
" steamboats " " "	4
Total.....	86
Amount of tonnage.....	9,386,895 tons.
Number of men employed....	565 men.

STATEMENT of Shipments of Principal Articles of Produce from Sandusky, Lake Erie, in 1841.

ARTICLES.	Value.	ARTICLES.	Value.
	dollars.		dollars.
462,766 bushels of wheat.....	462,766	Brought forward.....	775,103
30,919 " corn.....	12,907	301 barrels of tallow.....	3,756
22,457 barrels of flour.....	112,385	163 " dried fruit.....	740
10,485 " pork.....	73,393	3,879 kegs of butter.....	96,575
3,349 " beef.....	19,494	164 packs of furs.....	23,180
2,228 " whiskey, &c.....	17,784	14,835 lbs. of wool.....	4,450
687 " lard.....	9,227	8,434 " feathers.....	3,381
734 kegs of ditto.....	2,569	146,880 " hides.....	8,753
783 casks of ashes.....	20,000	17,785 " paper rags.....	709
4,512 casks and barrels of seed.....	47,376	105,559 " hams.....	5,277
509 barrels of beans.....	1,200	911 barrels of plaster, ground.....	1,366
Carried forward.....	775,103	Total value.....	853,032

Besides these shipments, there were 132½ tons of sundries, of which no valuation was computed. Of imports, there were, in gross, 3812 tons of merchandise taken in store, intended for the traders of Sandusky, and for a wide extent of interior country. Also, 19,337 barrels of salt, for consumption in the packing establishments in the town, and for the supply of the country; besides lumber to a large amount, the quantity not known. This statement includes only the business of the town of Sandusky.

"There are upon Sandusky bay and its tributaries, three other points of business importance, to wit: Venice, situated three miles above Sandusky, at which the manufacturing of flour is largely carried on; Portage, situated twelve miles up the bay, near extensive beds of gypsum, which is manufactured by steam power, and annually shipped to the extent of several thousand barrels; and Lower Sandusky, situated at the head of navigation on the Sandusky river, thirty-six miles from the mouth of the bay. The latter town is the seat of justice of Sandusky county, enjoying a considerable hydraulic power, and trading with an extensive and growing portion of the country."—*Hunt's Magazine*.

IMPORTS AND EXPORTS OF SANDUSKY, HURON, AND MILAN.

A writer in *Hunt's Magazine* (1844), says:—

"I can predict, with safety, a very large increase of produce shipped from this port, after the completion of another railroad, now rapidly progressing (fifty-six miles long), terminating in the heart of the richest wheat-growing country in the state (Richland). This road cut off Milan from the best trade she is now enjoying. It will be completed in eighteen months."

STATEMENT of Exports from the Port of Sandusky, for the year 1843.

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
	number.	dls. cts.		number.	dls. cts.
Wheat.....bushels	441,633	375,388 05	Brought forward.....	....	803,958 00
Corn.....do.	19,090	6,681 50	Oats.....bushels	2,564	641 00
Pork.....barrels	12,638	101,104 00	Beans.....barrels	103	412 00
Beef.....do.	1,515	9,468 75	Whiskey, and high wines		
Flour.....do.	32,219	153,040 25	do.	1,714	17,140 00
Lard.....do.	1,308	13,080 00	Furs.....packs	219	6,960 00
".....kegs	1,519	5,316 59	Rags.....lbs.	31,247	937 41
Butter.....do.	2,065	14,455 00	Nuts.....barrels	23	69 00
Tallow.....barrels	199	3,980 00	Oil.....do.	4	98 00
Seeds.....do.	4,851	48,510 00	Oil-cake meal.....do.	12	12 00
Asbes.....casks	2,164	43,280 00	Live hogs.....number	1,500	4,500 00
Wool.....lbs.	87,693	16,154 60	Scraps.....barrels	147	294 00
Feathers.....do.	6,345	2,220 75	Sundries...barrels and boxes	290	1,300 00
Hides, green.....number	1,282	4,615 20	Stone.....cords	1,500	3,000 00
Ginseng.....barrels	124	2,480 00	Crude plaster.....tons	1,000	4,500 00
Bees' wax.....do.	60	3,564 00	Ground ".....do.	200	1,600 00
Fruit.....do.	153	270 00	Cut cedar posts.....number	80	400 00
Sop and candles.....boxes	100	300 00			
Carried forward.....	....	803,958 00	Total.....	....	845,261 01

IMPORTS into the Port of Sandusky, in 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Lumber .....M. feet	1092	Fish .....barrels	474
Shingles .....M.	1246	Salt .....do.	21,000
Shingle-bolts.....cords	73	Merchandise .....tons	5,500
Laths.....M.	64		

STATEMENT of Exports from Huron and Milan, for the year 1843.

ARTICLES.	Quantity.	Value.	ARTICLES.	Quantity.	Value.
	number.	dls. cts.		number.	dls. cts.
Wheat .....bushels	280,031	498,113 35	Brought forward .....	.....	707,171 45
Corn .....do.	11,866	4,149 60	Butter .....kegs	1,075	7,825 00
Oats .....do.	4,112	1,028 00	Flaxseed .....barrels	344	1,536 00
Pork .....barrels	7,560	60,480 00	Clover-seed .....do.	65	975 00
Flour .....do.	24,179	102,960 75	Hides, green.....lbs.	25,950	1,038 00
Ashes.....casks	2,582	51,640 00	Wool.....do.	980	11,194 40
High wines.....barrels	876	10,512 00	Feathers.....do.	1,965	687 75
Whiskey.....do.	1,065	9,052 50	Staves.....number	854,048	17,080 00
Beef.....do.	2,172	13,575 00	Live hogs.....tons	50	2,000 00
Timothy-seed.....do.	1,550	7,405 25	Tobacco.....hogsheads	21	840 00
Fallow.....do.	75	1,125 00	Grindstones.....do.	10	150 00
Lard.....do.	520	5,200 00	Pig iron.....do.	20	900 00
".....kegs	600	2,100 00			
Carried forward .....	....	707,171 45	Total .....	....	811,097 60

IMPORTS into the Ports of Huron and Milan, in 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Merchandise .....tons	20,550	Shingles .....M.	1075
Salt.....barrels	14,350	Shingle-bolts.....cords	225
Fish.....do.	1,055	Stone.....do.	25
Plaster.....do.	455	Steamboat wood.....do.	3538
Lumber.....feet	90,389		

STATEMENT of the Leading Articles Shipped from, and Received at, Pittsburg, Pennsylvania by the Canal, in the Years 1842 and 1843.

SHIPPED EASTWARD, FROM PITTSBURG.				BROUGHT WESTWARD, TO PITTSBURG.			
ARTICLES.	1843	1842	Increase in 1843.	ARTICLES.	1843	1842	Increase in 1843.
	number.	number.	number.		number.	number.	number.
Flour.....barrels	130,858	114,103	16,755	Hardware.....lbs.	5,248,627	2,324,519	2,904,008
Bacon.....lbs.	23,004,022	13,286,223	9,718,809	Quinnware.....do.	1,750,075	1,080,175	669,900
Butter and cheese.....do.	1,433,266	956,454	476,812	Merchandise, including brown muslins.....lbs.	21,390,266	14,540,412	6,849,854
Lard and tallow.....do.	2,073,423	1,302,085	1,310,751	Groceries, including coffee.....do.	1,001,951	4,952,577	8,109,374
Pork.....barrels	3,424	2,658	466	Tobacco, manufactured.....do.	431,238	366,618	62,620
Wool.....lbs.	2,500,789	1,268,733	1,232,056	Leather.....do.	372,402	30,642	341,760
Cotton.....do.	1,080,337	952,985	227,352	Drugs and dye-stuffs.....do.	760,091	182,193	586,898
Hemp.....do.	1,289,236	147,806	1,141,430	Oil.....gallons	33,610	16,355	17,255
Tobacco.....do.	18,173,849	13,098,348	4,175,501	Clay and gypsum.....tons	317	196	121
Whiskey.....gallons	115,242	65,076	50,166	Salt.....bushels	211,302	188,508	22,894
Oil.....do.	45,601	10,130	35,551	Blooms.....lbs.	17,838,936	14,106,008	3,732,288
Sundries.....lbs.	2,661,312	1,691,889	1,009,423	Sundries.....do.	1,523,453	905,407	618,046

Increase on the above twelve items shipped eastward, 23,760,854 lbs., or 11,880 tons; increase on the eleven items brought westward (omitting salt), 24,289,248 lbs., or 12,144 tons.

Arrivals at, and exports from, Pittsburg, during the year commencing
VOL. III. 4 T

December 1st, 1843, and ending November 30th, 1844, the exports of the following articles, by canal, into Pittsburg, were:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Dry-goods.....lbs.	24,133,173	Tobacco.....lbs.	703,405
Muslin.....do.	5,625,146	Leather.....do.	415,775
Coffee.....do.	9,002,807	Hemp.....do.	388,669
Hardware.....do.	8,417,358	Furniture.....do.	1,049,718
Queensware.....do.	4,565,005	Gypsum, &c.....do.	1,362,807
Groceries.....do.	5,108,266	Copper and tin.....do.	765,399
Drugs.....do.	1,721,778	Marble.....do.	391,419
Iron and nails.....do.	3,583,235	Glassware.....do.	57,988
Blooms.....do.	18,824,100	Salt.....barrels	41,295
Pig metal.....do.	5,094,722	Sundries.....lbs.	485,142

The exports eastward, by canal, during the same period, were:—

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Flour.....barrels	110,452	Whiskey.....gallons	77,591
Seeds.....lbs.	177,561	Groceries.....lbs.	1,379,740
Bacon.....do.	19,105,805	Merchandise.....do.	324,318
Beef.....barrels	75,099	Drugs.....do.	804,634
Pork.....do.	26,531	Furniture.....do.	250,744
Lard and tallow.....lbs.	2,666,039	Window glass.....boxes	5,009
Cheese and butter.....do.	1,045,472	Bags.....lbs.	669,742
Wool.....do.	3,106,969	Iron and nails.....do.	500,400
Cotton.....do.	1,125,746	Pigs and casts.....do.	2,046,107
Hemp.....do.	681,961	Coffee.....do.	90,722
Tobacco.....do.	17,303,415	Agricultural produce.....do.	849,374
Leather.....do.	69,791	Hardware.....do.	159,171
Hides.....do.	402,684	Sundries.....do.	597,539
Furs.....do.	103,007		

SHIPPING OWNED IN THE STATE OF MICHIGAN.

In 1819 the shipping owned in the territory was about 600 tons.

From 1830 to the present time, we find the following aggregate tonnage registered as belonging to the Detroit district:—

YEARS.	Tons.	YEARS.	Tons.
1830.....	995	1836.....	6,066
1831.....	1105	1837.....	6,994
1832.....	2740	1838.....	
1833.....	2575	1839.....	
1834.....	4009	1840.....	11,942

In 1817, there were imported into Detroit—

5501 barrels of flour.
1946 " whiskey.
295 " fish.
5062 bushels of corn.
2843 barrels of salt.

888 barrels of pork.
693 skins of butter.
1042 head of beef cattle.
1435 fat hogs.

There were exported the same year, to military stations on Lakes Huron and Michigan—

2024 barrels of flour.
753 " cider.
394 " beef.
153 skins of butter.

1282 barrels of salt.
104 " pork.
457 " whiskey.
1280 bushels of corn.

Exports of Michigan from 1818 to 1841:
In 1818, the value of exports of the
state, exclusive of furs, was.....
In 1820, furs exported..... \$25,000
Other articles..... 75,000
Total 400,000

From 1830 to 1835, the furs average annually..... 400,000
Other articles..... 100,000
Total..... 500,000

1835 to 1837, including furs, each year. 550,000 00
1840, estimate from returns. 1,551,500 00
1841, see various ports below. 3,484,278 06

Exports and Imports of Detroit—1841.		dls. cts.			dls. cts.
Exports.			Brought forward		274,980 00
180,000 barrels of flour, averaging 5 dls..	900,000 00		7,063 barrels of pork	68,599 00	
13,000 " " pork, " 9 " "	117,000 00		440 firkins of butter and lard	3,000 00	
200,000 lbs. of bacon, " 6 " "	12,000 00		520 barrels of grass seed	3,640 00	
2,000 barrels of seed " 7 " "	14,000 00		350 " beans and walnuts	1,050 00	
500 casks of ashes " 20 " "	10,000 00		2,180 dry hides	15,400 00	
50,000 bushels of wheat " 1 " "	50,000 00		350 packs furs	60,000 00	
475 packs, furs, and peltries	125,000 00		Wool	4,000 00	
2,000,000 staves (pipes and hogheads)	60,000 00		Articles not enumerated above	5,300 00	
Lard and butter	30,000 00				
Fish	50,000 00		Total	531,220 00	
Hides, wool, &c.	50,000 00		From St. Clair river:—		
600 casks of high wines	2,500 00		Wood, lumber, shingles, spars, fish,		
Shingle and lumber	75,000 00		&c., from Port Huron, Palmer,		
12,000 barrels of whiskey	7,800 00		Newport, Algonac, and Fort Gra-		
312 " cranberries	938 00		tiot	100,000 00	
500 boxes of glass	1,500 00		From Monroe:		
12,000 " pig lead	600 00		9,302 barrels of flour	46,500 00	
28 barrels of beef	806 00		570 " pork	5,500 00	
300 bales of paper rags	2,000 00		285 casks of ashes	7,500 00	
300 barrels of white beans	900 00		150 firkins of butter	900 00	
Wood to stambuts	8,000 00		23,015 bushels of wheat	23,015 00	
Articles not enumerated above	100,000 00		140 " barley	52 50	
Total	1,618,134 00		134 " corn	50 25	
Imports.			3,000 " oats	750 00	
Dry goods	644,000 00		56 " grass seed	70 00	
Groceries	345,000 00		47 " beans	35 25	
Hardware	170,000 00		75 dozen of brooms	112 50	
Drugs, &c.	120,000 00		570 hides	1,012 00	
Books and stationery, printing ap-			81,923 staves	4,216 15	
paratus, paper, ink, &c.	90,000 00				
Ready-made clothing	65,000 00		From Mackinac:	89,713 65	
Shoes	50,000 00		60,000 lbs. of maple sugar	4,200 00	
Jewellery	15,000 00		650 furs and peltries	150,000 00	
Saddlery	25,000 00		4,000 barrels of fish	28,000 00	
Fur stores	30,000 00				
Leather	35,000 00		Total	182,200 00	
Crockery	30,000 00		From Sault de Ste. Marie:—		
Hatters	21,000 00		12,000 barrels of fish	72,000 00	
Cabinet ware	20,000 00		40 " oil	800 00	
Marble	2,000 00		40,000 lbs. of maple sugar	2,800 00	
Mill stone bolting cloths	2,000 00		500 packs of furs	100,000 00	
Total	1,676,000 00				
Exports from the mouth of St. Joseph river:—			From Mount Clemens:—	175,900 00	
68,600 barrels of flour	343,000 00		1,000,000 staves	25,000 00	
90,612 bushels of wheat	90,612 00		Agricultural products	20,000 00	
5,197 barrels of pork	46,773 00				
312 " lard	6,240 00		Total	45,000 00	
190 packs of furs	25,000 00		From the Mouth of Kalamazoo river:—		
5,312 casks of whiskey	58,132 00		10,000 barrels of flour	50,000 00	
2,100 casks of high wines	23,100 00		900 " pork	8,000 00	
812 tons of pig-iron	60,000 00		250 " whiskey	2,500 00	
210 " castings	16,800 00		Grass seed, beans, lard, &c.	2,000 00	
21,102 lbs. of hides	1,050 00		1,200,000 feet of pine lumber, for Chicago	12,000 00	
Butter	4,000 00				
Grass seed	2,000 00		Total of Exports for 1841, from—		
Wool	700 00		Port of Detroit	1,008,134 00	
Beans	86 00		Mouth of St. Joseph river	687,794 00	
Articles not enumerated above	10,000 00		Toledo, products of this state	520,725 00	
Total	687,802 00		On St. Clair river	100,000 00	
From Toledo.—Products of Michigan:—			Monroe	90,321 65	
127,888 bushels of wheat	120,000 00		Mackinac	182,280 00	
45,784 barrels of flour	228,920 00		Sault Ste. Marie	175,000 00	
1,308 casks of potatoes	26,000 00		Mount Clemens	45,000 00	
			Mouth of Kalamazoo river	74,500 00	
Carried forward	374,980 00				
			Total	3,411,358 65	

RECAPITULATION of Principal Articles Exported—1841.

ARTICLES.	Value.	ARTICLES.	Value.
	dls. cts.		dls. cts.
314,086 barrels of flour	1,573,420 00	Brought forward	2,016 171 00
294,515 bushels of wheat	286,627 00	Grass seed	19,810 00
26,730 barrels of pork	240,876 00	Hides and wool	61,512 00
2,093 casks of ashes	43,560 00	Castings and pig iron from St. Joseph	76,000 00
2,290 packs furs and peltries	450,000 00	Fish from various ports	140,000 00
8,862 barrels of whiskey and high wines	94,320 00	Other articles not enumerated, such as	
Butter and lard	46,140 00	beans, ham, cranberries, corn, oats,	
Lumber	52,000 00	&c., &c.	2,707,784 65
3,084,028 staves (pipes and hds)	89,216 00	Total	3,921,277 65
Carried forward.	2,916,171 00		

AGGREGATE of the principal Articles.

P O R T S.			P O R T S.		
	Quantity.	Value.		Quantity.	Value.
Flour :—			Brought forward.....		
Detroit.....	barrels. 180,000	dollars. 900,000	Toledo.....	790	150,000
St. Joseph.....	68,600	343,000	Macbinac.....	350	50,000
Toledo.....	45,784	228,920	Sault de Ste. Marie.....	650	150,000
Monroe.....	9,303	46,500		500	100,000
Mount Clemens.....	1,000	5,000		2,290	450,000
Kalamazoo harbour.....	10,000	50,000			
	314,686	1,573,420	Whiskey and High Wines :—		
Wheat :—			Detroit (high wines).....	gallons. 500	dollars. 2,500
Detroit.....	bushels. 50,000	dollars. 50,000	(whiskey).....	1,200	7,800
St. Joseph.....	90,612	90,612	St. Joseph (high wines).....	2,100	23,100
Toledo.....	127,888	120,000	(whiskey).....	5,312	58,482
Monroe.....	23,015	23,015	Kalamazoo river (whiskey).....	250	2,500
Mount Clemens.....	3,000	3,000		9,362	94,332
	294,515	286,627	Lard and Butter :—		
Pork :—				barrels and	dollars.
Detroit.....	barrels. 13,000	dollars. 117,000	Detroit.....	skins.	30,000
St. Joseph.....	5,197	46,773	St. Joseph.....	490	10,240
Toledo.....	6,063	63,599	Toledo.....	440	2,000
Monroe.....	570	5,500	Monroe.....	150	900
Kalamazoo river.....	900	8,000	Kalamazoo river.....	300	2,000
	25,730	210,872		1,380	46,140
Ashes :—			Lumber :—		
Detroit.....	casks. 500	dollars. 10,000	Kalamazoo river, for Chicago ..	feet. 1,200,000	dollars. 12,000
Toledo.....	1,308	26,060	St. Clair river, for Ohio, shingles, lumber, spars, &c.....	....	80,000
Monroe.....	285	7,500		1,200,000	92,000
	2,093	43,500	Staves :—		
Furs and Peltries :—				number. 2,000,000	dollars. 60,000
Detroit.....	balcs. 600	dollars. 125,000	Detroit.....	1,000,000	25,000
St. Joseph.....	190	25,000	Mount Clemens.....	84,928	4,216
			Monroe.....	3,084,928	89,216
Carried forward	790	150,000			

EXPORTS of Flour.

Y E A R S.	Quantity.
1840	196,896 barrels.
1841	314,686
1842	294,515 bushels wheat.

Pork.—In 1836, Michigan imported from Ohio, 34,000 barrels of pork, at an average price of twenty dollars per barrel. Total cost 680,000 dollars. In 1837, the census was taken, and the number of hogs, then in the state, was 109,096. The census of 1840 gave 342,920, being an increase in two years of 232,534, or about 100,000 a year. It is a fair estimate, that at the commencement of slaughtering in 1842, there were 700,000 *grunTERS* in the state.

EXPORTS from the Port of Detroit, in 1842.

A R T I C L E S.	Quantity.	A R T I C L E S.	Quantity.
	number.		number.
Flour.....	barrels. 180,210	Whiskey and high wines	casks. 383
Pork.....	do. 19,461	W. I. and Stand. Staves.....	M. 773½
Fish.....	do. 11,894	Hams.....	lbs. 108,155
Lard.....	do. 107	Shoulders.....	do. 35,500
Butter.....	do. 609	Wool.....	do. 33,464
Wheat.....	bushels. 98,923	Lumber.....	feet. 3,000
Corn.....	do. 100	Michigan glass.....	boxes. 1,960
Pot ashes.....	tons. 912½	Merchandise.....	do. 130
Grass and flax seed.....	tierces and barrels. 767	Brooms.....	dozen. 362

Amounting, in value, to 1,108,496 dollars eighty-one cents.

The value of exports from this district to Canada amounted, during the year, to 323,943 dollars 41 cents.

BUSINESS of the Michigan Central Railroad.

Y E A R S.	Passengers.	Goods.	Produce.	Ashes.	Flour.
	number.	tons.			barrels.
1838.....	29,307	9,937,785	.....	....	15,043
1839.....	26,904	8,020,067	523,688	....	25,021
1840.....	25,165	5,177,947	378,582	....	43,371
1841.....	25,418	8,743,261	2,614,808	....	63,401
1842.....	30,640	6,765,270	2,343,348	556,578	107,777
1843.....	50,613	8,929,888	1,920,822	1,081,267	137,575
1844.....	52,241	10,089,056	4,480,834	1,094,222	144,234

Y E A R S.	Passengers.	Merchandise.	Flour.	total.	Exports.	Nett Produce.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1838.....	39,454	20,149	3,928	82,917	45,633	37,283
1839.....	36,623	15,359	6,213	61,151	44,451	16,703
1840.....	32,209	11,874	10,468	61,809	40,972	20,637
1841.....	33,743	14,491	14,826	71,249	45,591	23,665
1842.....	59,715	15,572	37,370	136,895	73,819	63,075
1843.....	52,698	26,012	40,288	119,985	74,950	75,026
1844.....	53,551	33,255	57,933	211,109	89,419	121,750
Total.....	334,953	140,712	177,620	774,978	414,818	360,120

LAKE SUPERIOR COPPER COMPANY.

The region bordering on Lake Superior abounds in various kinds of mineral wealth ; but it is only recently that any systematic efforts have been made to develop its hidden treasures. " A large tract of country," it is stated in the *Detroit Advertiser*, embracing the mineral district, was purchased by the government from the Indians, in 1842 ; and the government at once adopted the policy of granting leases to practical miners, of such portions as they should select for their mining operations. That tract, thus selected, is termed a location, and embraces three miles square, or nine square miles of land ; and the proprietor of the lease enjoys the exclusive possession of it for nine years, upon paying to the government six per cent of the mineral, by way of rent. The company above named was formed last winter, and the stock is owned by gentlemen in Boston, Washington, St. Louis, and Detroit. They have obtained leases for fifteen such locations, said to be well selected, and rich in copper ore, and are now actively engaged in prosecuting their business. Their head-quarters are at Eagle harbour, on Point Keweenaw. About twenty Cornish miners, under the superintendence of C. A. Gratiot, of Mineral point, are now digging the ore ; but the company do not intend commencing the smelting process until next spring. Mr. C. C. Douglas, late assistant to Dr. Houghton, has been engaged by the company as their geologist.—(See *Fisheries of America, for Fisheries of the Lakes.*)

A statement of the tons and different classes of property coming from other states, and shipped at Buffalo, Black Rock, and Oswego, during last nine years, is as follows :—

Tons of Property coming from other States, *via* Buffalo and Black Rock.

YEARS.	Productions of Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1836.....	3,755	31,761	641	116	36,373
1837.....	7,104	24,190	454	475	42,339
1838.....	4,615	62,568	489	513	68,187
1839.....	22,835	66,640	801	438	90,723
1840.....	18,133	105,251	1,200	955	125,539
1841.....	35,126	139,180	3,696	1,535	179,537
1842.....	26,229	148,798	2,632	1,778	179,437
1843.....	31,211	172,258	2,026	2,751	208,246
1844.....	52,061	168,983	722	2,777	224,543

Via Oswego.

YEARS.	Productions of Forest.	Agriculture.	Manufactures.	Other Articles.	TOTAL.
	tons.	tons.	tons.	tons.	tons.
1836.....	1,645	4,708	13	49	6,415
1837.....	533	5,929	17	120	6,605
1838.....	4,616	3,132	11	15	7,774
1839.....	5,809	4,567	.	419	10,795
1840.....	3,108	3,319	67	85	6,579
1841.....	10,272	3,600	6	104	13,982
1842.....	4,840	4,277	27	73	9,217
1843.....	5,664	12,207	51	118	17,640
1844.....	16,027	21,249	131	152	37,559

Tons of Wheat and Flour shipped at Buffalo and Oswego, from the year 1835 to 1844, and at Black Rock from 1839 to 1844, inclusive, and the total Tons of Wheat and Flour which arrived at the Hudson river, were as follows:—

YEARS.	Buffalo.	Black Rock.	Oswego.	TOTAL.	Total Tons arrived at Tide-water.
	tons.	tons.	tons.	tons.	tons.
1835.....	15,935	....	14,888	30,823	128,552
1836.....	24,154	....	13,951	37,745	124,982
1837.....	27,206	....	7,429	34,635	116,491
1838.....	57,977	....	10,010	67,987	133,080
1839.....	60,082	7,697	15,108	82,887	121,683
1840.....	95,573	12,825	15,075	123,473	214,862
1841.....	106,271	24,843	16,677	147,791	201,360
1842.....	107,522	13,035	14,338	134,895	198,231
1843.....	146,126	12,882	25,858	184,866	248,780
1844.....	145,510	15,669	42,293	203,472	277,903

Tons of Merchandise going to other States by way of Buffalo, from 1837 to 1844, inclusive.

STATES.	1838	1839	1840	1841	1842	1843	1844
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Pennsylvania.....	1,151	1,446	1,029	827	539	763	725
Ohio.....	15,187	14,338	9,445	14,207	10,038	14,528	12,370
Michigan.....	10,084	6,656	4,294	5,456	4,915	8,252	9,389
Indiana.....	1,669	2,296	751	1,067	785	2,256	2,332
Illinois.....	3,244	3,634	2,353	2,249	2,490	3,476	4,320
Wisconsin.....	392	651	662	1,025	1,410	2,890	3,272
Kentucky.....	335	654	241	495	295	428	205
Missouri.....	77	24	2	51	14	65	14
Tennessee.....	26	....	14	66	6	35	13
Alabama.....	....	....	.	....	....	2	....
Iowa.....	....	....	....	13	4	28	7
Canada.....	21	....	49	21	20	75	100
<i>Via</i> Oswego.....	32,086	20,609	18,540	25,551	20,525	32,978	32,747
States not specified.....	2,542	4,498	3,192	5,489	3,538	4,537	9,648
Totals.....	34,628	34,197	22,032	31,040	24,063	37,515	42,395

Tons of Furniture going to other States by way of Buffalo, from 1838 to 1844, inclusive.

STATES, &c.	1838	1839	1840	1841	1842	1843	1844
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Pennsylvania.....	54	25	38	28	28	26	20
Ohio.....	1096	788	671	377	619	692	573
Michigan.....	1339	776	422	258	618	746	992
Indiana.....	132	56	38	20	42	128	186
Illinois.....	699	392	246	168	429	638	797
Wisconsin.....	150	141	154	161	575	1315	1576
Kentucky.....	11	9	2	3	1	6	
Missouri.....	13	4	11	4	7	3	2
Tennessee.....	1	....	....	....	1	2	
Iowa.....	....	....	....	....	3	12	13
Canada.....	5	....	23	19	49	47	23
Total.....	3500	2188	1605	1047	2372		4190

STAPLE Articles arriving at Buffalo, and passing East, by the Erie Canal, during the following Years named.

YEARS.	Flour and Wheat.	Pork and Beef.	Tobacco.	Butter and Lard.	Ashes.	Cheese.	Tolls.
	tons.	barrels.	tons.	tons.	tons.	tons.	dollars.
1829.....	677	4,754	32	70	1705		
1830.....	12,384	6,675	62	174	2713		
1831.....	3,125	5,668	222	905	2502		
1832.....	5,391	5,159	396	394	2110		
1833.....	11,926	4,273	532	439	2118		
1834.....	12,421	14,500	1009	119	1655		
1835.....	15,935	8,160	1765	503	1694		
1836.....	27,159	7,385	1877	626	1752		
1837.....	27,205	24,414	008	550	2080	39	128,581
1838.....	57,979	16,121	....	741	2224	51	202,890
1839.....	57,766	24,033	....	538	2992	93	214,183
1840.....	90,456	25,162	....	1415	2432	481	321,417

The commerce of the north-west, great as it is, and rapidly increasing, absorbs comparatively a small portion of the agricultural production of the entire west. The numerous states bordering the Mississippi, and which possess free channels of navigation to that river, pour a great proportion of their products down through that channel to New Orleans, whence they are shipped to the various parts of the world.—(See *New Orleans*.)

IMPORTS at the Port of Buffalo to the 1st of July, each Year.

ARTICLES.	1841	1842	1843	ARTICLES.	1841	1842	1843
	number.	number.	number.		number.	number.	number.
Flour.....barrels	284,188	255,034	322,434	Pork.....barrels	59,423	47,872	31,178
Wheat.....bushels	328,447	397,674	428,247	Seed.....do.	2,757	3,682	3,252
Corn.....do.	31,317	136,264	32,700	Fish.....do.	1,232	394	660
Oats.....do.	....	116,806	none.	Butter and lard.....kegs	20,566	33,394	28,542
Ashes.....casks	3,241	7,179	14,587	Hides.....No.	11,298	13,091	16,040
Whiskey.....do.	6,311	7,028	4,049	Lead.....pigs	unknown	8,614	8,130
Tobacco.....do.	unknown	693	1,192	Brooms.....dozens	5,181	1,229	877
Hams and bacon.....do.	3,548	1,272	3,244	Staves.....do.	2,861,000	2,320,000	457,000

DATE of commencing the Lake Trade, the Number of Arrivals, the Quantity of Wheat and Flour landed up to the 1st July, with the Prices paid at that Period for those two Articles, for five seasons:—

LAKE OPEN—	Arrivals.	Wheat.	Value.	Flour.	Value.
	number.	bushels.	dls. cts.	barrels.	dls. cts.
1843, May 6.....	670	428,247	1 12	322,434	5 12
1842, March 7.....	812	317,674	1 10	255,034	5 12
1841, April 14.....	698	328,447	1 10	284,188	4 90
1840, April 24.....	548	261,362	0 75	218,296	3 70
1839, April 11.....	446	340,688	1 12	142,321	5 63

Commerce of Oswego, 1840.—“The registered tonnage of vessels owned at Oswego, in 1840, is 8346 tons, and the number of entrances and clearances of American vessels, being generally schooners of large class, is 1822. There were received at Oswego, during the past year, 764,657

bushels of wheat; of which, 672,790 bushels have been manufactured at the Oswego mills, and the residue been exported to the north; or gone east by canal. There were manufactured there, in 1840, 145,000 barrels of flour, 35,000 of which were exported to Canada, and the residue sent down the canal, or consumed at home. Of salt, 205,000 barrels were received at that port by the Oswego canal, from the Onondaga works; of which, 153,538 barrels were shipped to the upper lakes; 42,000 barrels were exported to Canadian ports, on Lake Ontario and the river St. Lawrence; and 14,544 barrels went to a domestic market, excepting a small quantity that remains on hand. A large quantity of agricultural and domestic products have been received there from the north; among which, 7315 barrels of ashes, and nearly 4,000,000 lbs. of butter and cheese, have cleared for an eastern market by the canal. The tolls collected at the Oswego office for 1840 are 51,899 dollars twenty-three cents, to which the Oswego mills have contributed, in tolls on flour and ship stuffs, 21,943 dollars eleven cents, notwithstanding the large northern export of 35,477 barrels that went to market by the St. Lawrence. From the 1st of September to the close of the season, 100,000 barrels of flour were turned out at the Oswego mills, showing that they have ample power to manufacture 1,000,000 barrels during a season, if the market and profits would justify so large a business. 'On the whole,' says the *Herald*, 'our commercial men have done an active, and, we believe, profitable business, with tolerably good prospects a-head for an active trade in the spring. The country is full of produce, and contracts are making by purchasers and forwarders. A large number of first-class vessels, and several steamboats, are being built for the business of the ensuing season. Two fine vessels and a steamboat are building at Oswego, which will be ready for the spring trade. The American produce that went to the Montreal and Quebec markets, during the past season, amounts to two millions of dollars, and the 1400 sail of square-rigged vessels that cleared from those ports during the same period, furnish some evidence of the growing Canadian trade. Stimulated and encouraged by the success that has hitherto rewarded their enterprise, our neighbours across the lake are on the alert, preparing, with ample means and increased capital, to compete for the products of the western states, and to divert the current of trade down the St. Lawrence.' This occurred before the passing of the Canada Corn Bill."

TRADE BETWEEN THE COUNTRIES OF THE UNITED STATES, BORDERING THE LAKES AND THE CANADAS.

The increased trade of Canada is, to a great extent, owing to the intercourse either by legal or by contraband trade, with the United States. The resources and population of the Canadas alone are, however, sufficient for a very important amount of navigation and commerce.

The population of Lower Canada, by the census of 1844, amounted to 678,590. In 1831, the number was 511,919; increase, 166,671. The population of Upper Canada may be estimated, at the end of 1845, at 575,000, and of Lower Canada at 695,000:—total, 1,270,000 inhabitants.

In nine years, the tolls on the Welland canal rose from 4300*l.* to 23,946*l.*; and in three years the sums collected for tolls on the macadamised roads rose from 1638*l.* to 6829*l.* Great as is the commerce of the United States with England, the tonnage required to carry it on is less than that engaged in the lake commerce with Canada.

STATEMENT of the Quantity of Flour, Wheat, Peas, Pork, Lard, and Butter, Exported from Canada in each Year, from 1835 to 1844:—

YEARS.	Flour.	Wheat.	Peas.	Pork.	Lard.	Butter.
	barrels.	minots.	minots.	barrels.	lbs.	lbs.
1835.....	88,565	57,307	1,682	7,255	115,155	84,607
1836.....	110,297	2,907	1,853	5,580	21,539	43,682
1837.....	28,303	845	1,356	10,512	20,271	60,391
1838.....	59,756	.....	1,517	8,915	39,440	80,536
1839.....	49,820	3,414	2,918	12,446	35,557	79,474
1840.....	330,082	151,310	63,559	14,732	142,454	476,238
1841.....	307,824	502,862	128,540	33,557	496,326	817,351
1842.....	611,080	297,725	79,080	42,559	164,903	543,751
1843.....						
1844.....						

There were cleared at the Quebec custom-house for Great Britain, &c., during the year 1842, 714 vessels ; tonnage, 262,400.

STATEMENT of the Number of Vessels, with their Tonnage, cleared at the Quebec Custom-house during the Year 1842, for each Port in the Lower Provinces, the West Indies, South America, &c.

C L E A R E D F O R—	Vessels.	Tonnage.	C L E A R E D F O R—	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Jamaica.....	12	1760	Brought forward.....	104	11,402
Porto Rico.....		179	Sydney, Cape Breton.....	1	24
St. Michaels.....		55	St. John, New Brunswick.....	1	96
Rio Janeiro.....		388	Campbellton.....	1	40
Rio de la Plata.....		332	Dalhousie.....	9	442
Buenos Ayres.....		200	Bathurst.....	1	39
St. John, Newfoundland.....		88	Little Bay, Newfoundland.....	1	225
St. George's Bay.....		174	Grysborough.....	4	200
Labrador.....		99	Restigouche.....	7	308
Ungava Bay.....		107	Canoe.....	1	61
Halifax.....	20	1476	Shippigan.....	3	100
Miramichi.....	21	1036	Caraguet.....	1	21
Pictou.....	*15	5219	Richibucto.....	1	44
Arichat.....	8	380			
Carried forward.....	104	11,492	Total.....	125	13,100

* Steamship Unicorn, twelve trips.

STATEMENT of the Number of Vessels and Tonnage cleared at the Montreal Custom-house, direct for each Port in Great Britain, during the Year 1842.

C L E A R E D F O R—	Vessels.	Tonnage.	C L E A R E D F O R—	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Liverpool.....	71	22,353	Brought forward.....	124	38,648
Glasgow.....	28	9,058	Leven.....	1	176
London.....	20	6,070	Cowes.....	1	178
Leith.....	3	673	Plymouth.....	1	150
Dundee.....	2	494	Cork.....	1	222
Carried forward.....	124	38,648	Total.....	128	39,378

STATEMENT of the Number of Vessels, with their Tonnage, cleared at the Montreal Custom-house, direct, during the Year 1842, for each Port in the Lower Provinces, the West Indies, South America, &c.

C L E A R E D F O R—	Vessels.	Tonnage.	C L E A R E D F O R—	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Jamaica	3	420	Brought forward.....	26	2422
Trinidad.....	1	91	Dalhousie.....	1	43
Halifax.....	21	1861	Bathurst.....	1	38
Miramichi.....	1	50	Caraquet.....	1	74
Carried forward.....	26	2422	Total.....	31	2577

The value of imports into Lower Canada, in 1840, amounted to 1,903,043*l*. ; the value of exports to 1,625,685*l*., of which the value of timber was 952,826*l*.

In 1842, the duty on British American timber was reduced from 10*s*. to 1*s*. per load; on foreign timber, from 55*s*. to 30*s*. ; and in 1843, to 25*s*. per load. This change was predicted by the timber merchants in the North American trade to ruin Canada.

The exports of timber, in 1840, consisted of pine timber 382,287 tons ; oak, 36,790 tons ; elm, 44,696 tons ; ash, beech, &c., 5404 tons ; staves, number, 71,594,477 ; masts and yards, 5347 ; oars, 31,030 ; deals, planks, &c., 2,480,626.

In 1842, 1843, and 1844, the ships which arrived at Quebec from the sea, chiefly for timber, down to the 11th of November, were as follows :

Q U E B E C.	Vessels.	Tonnage.
	number.	tons.
Nov. 11, 1842	863	307,448
" 1843	1184	429,703
" 1844	1214	468,862

COMPARATIVE Statement of Arrivals from the Lower Ports in the Years 1842 and 1843, up to the 11th of November in each Year.

A R R I V E D.	Vessels.	Tonnage.
	number.	tons.
Nov. 11, 1842 .	98	6348
" 1843	86	5962
Less this year.....	12	386

COMPARATIVE Statement of Arrivals, Tonnage, &c., at the Port of Montreal, in the Years 1842 and 1843.

1843				1842			
Q U A R T E R.	Vessels.	Tonnage.	Men.	Q U A R T E R.	Vessels.	Tonnage.	Men.
	number.	tons.	number.		number.	tons.	number.
July.....	60	17,305	777	July	71	20,180	870
October.....	57	11,005	519	October.....	60	17,291	760
January.....	34	6,772	311	January.....	32	5,685	273
Total.....	151	35,082	1607	Total.....	172	43,156	1009
				Decrease in 1843....	21	7474	302

A circular issued by one of these houses at Quebec, on the 5th of December, 1844.

" In the early part of the season, the high price of white pine in Liverpool, was generally supposed to result from the barrenness of the market there, but every branch of trade in England being prosperous, caused a great demand for this great staple, and each succeeding steamer brought more flattering accounts; freights advancing from 30s. to 35s., and subsequently to 38s. and 39s., and vessels scarce and not to be procured. By our advices to the 4th ultimo, we are informed that the unparalleled number of 110 arrivals of timber ships in the port of Liverpool, in the month of October, had little effect on the market, which was wonderfully supported, notwithstanding the addition, in such a short period, of upwards of 61,000 tons of timber. The number of mills erecting in the manufacturing districts and the rage for railroads, which are projected in every part of the United Kingdom, with the immense improvements in Birkenhead for the increased dock accommodation in the port of Liverpool, are all sensible causes of the great consumption of our timber.

" Whether these will continue, or whether the ensuing season will be equally beneficial to our friends on the St. Lawrence and the Ottawa, it is difficult to conjecture; and acting on the rule we have laid down for ourselves in the issue of our prices current, of merely advising what has taken place in the market, and carefully abstaining from hazarding any opinion of prospective prices, we will content ourselves by simply stating the impression generally prevalent is, that a large and active demand will be experienced next year, and an unusually large stock will be got out to meet it.

" So much, however, depends on our weather in winter and spring, that much uncertainty of the quantity manufacturing getting to market must always exist.

" By the supervisor's return, the quantity of timber received during the year 1844, is as follows:—

DESCRIPTION.	Feet.	DESCRIPTION.	Feet.
	number.		number.
White pine.....	12,150,964	Butt-rnut.....	3,040
Red pine.....	4,164,317	Basswood.....	7,919
Oak.....	709,540	Tamarack.....	19,925
Elm.....	660,064	Round maple.....	255
Ash.....	128,454	Hemlock.....	1,001
Birch.....	73,142	Poplar.....	45
Maple.....	821	Walnut.....	3,469

" Taking into consideration a small quantity of timber wintering over last year without being measured, and which of course is not included in the above return, our exports of square timber, and that used in our ship-yards, will not vary much from the following :—

DESCRIPTION.	Feet.	DESCRIPTION.	Feet.
	number.		number.
White pine.....	11,950,438	Elm.....	1,204,988
Red pine.....	4,669,149	Ash.....	122,316
Oak.....	1,213,110	Birch.....	61,300

It may be observed, that scarcely any timber shipped from Canada, is the produce of the United States, and that a great quantity of timber and lumber is exported from Canada to the latter.

American Wheat Shipments by the Welland canal to Canada.—The canal is thirty-eight miles long, ten feet deep, and has a large number, some forty locks, to overcome a rise of 360 feet, existing between Port Dalhousie, on Lake Ontario, and Port Colborne, on Lake Erie.

Tolls received upon the Welland canal for—

	1835	1836	1837	1838	1841
	£	£	£	£	£
Tolls	5807	5754	5516	6740	20,210

In 1840, of the total amount of wheat shipped from Lake Erie, *via* the Welland canal, 707,000 bushels were received at Oswego, together with 8464 barrels of flour. Among the items shipped from Oswego that year, through that canal, were 153,538 barrels of salt.

ARTICLES.	1832	1833	1834	ARTICLES.	1832	1833	1834
	number.	number.	number.		number.	number.	number.
Wheat .....bushels	155,170	220,675	264,519	New York salt..brls.	34,516	46,552	59,641
Pork .....barrels	5,422	9,611	23,122	Merchandise.....tons	1,032	1,323	1,840
Staves .....number	146,130	161,792	392,055	Schooners ..number	240	433	570

The first three articles were from Lake Erie, and the salt and merchandise were in transit upwards. The total business of the Welland canal, for 1840 and 1841, was—

ARTICLES.	1840	1841	ARTICLES.	1840	1841
	number.	number.		number.	number.
Flour.....barrels	209,016	193,137	Corn .....bushels	27,088	90,160
Beef and pork.....do.	14,880	24,195	Staves.....number	1,624,000	2,725,000
Wheat .....bushels	1,833,765	1,212,460			

Among the other items carried west, were—

ARTICLES.	1840	1841
	number.	number.
Salt.....barrels	153,030	149,337
Merchandise.....tons	2,770	3,718
Tolls received	18,037	18,583

The statements for 1841, and those for beef, pork, corn, and staves, for 1840, are made up to the 1st of November only. The navigation lasted a few days later each year.

The leading articles exported from Cleveland alone, through the Welland canal, were—

ARTICLES.	1842	1843	ARTICLES.	1842	1843
Wheat.....bushels	dollars. 380,684	dollars. 90,689	Pork and beef...barrels	dollars. 46,099	dollars. 5,000
Corn.....do.	59,670	78,481	Total value of all ex- ports	1,017,000	357,400
Flour.....barrels	94,248	49,362			

The amount of wheat entering at Port Colborne, in 1842, up to the 22nd of July, was 865,024 bushels, of which 657,429 bushels were for Oswego and Ogdensburg, and the remainder as follows:—

ARTICLE.	St. Catherine's.	Kingston.	Grananoque.	TOTAL.
	number.	number.	number.	number.
Wheat .....bushels	99,329	87,567	50,799	207,695

The duty on which amounts to 4672*l.* 3*s.* a quarter.

The aggregate of wheat received here to the 22nd of July, this season was, 1,193,000 bushels. This and the Port Colborne statement refer to the imports of wheat alone unground.

STATEMENT of Foreign Imports into the Port of Kingston, Lake Ontario, during the Years 1840, 1841, 1842, and 1843.

YEARS.	IMPORTS.	YEARS.	IMPORTS.
	£ s. d.		£ s. d.
1840	Value.....22,946 3 5	1842	Value.....43,057 12 0
	Duty.....4,165 0 9		Duty.....6,336 18 0
	Pork, barrels of 12,046 } not included		Pork, barrels of 66,359 } not included
	Flour, " 147,728 } in the above		Flour, " 178,798 } in the above
	Wheat, bushels 411,780 } amounts.		Wheat, bushels 205,534 } amounts.
1841	Value.....53,704 14 7	1843	Value.....91,235 15 2
	Duty.....8,479 18 8		Duty.....8,592 11 4
	Pork, barrels of 26,572 } not included		Pork, barrels of 4,732 } not included
	Flour, " 146,362 } in the above		Flour, " 69,750 } in the above
	Wheat, bushels 108,729 } amounts.		Wheat, bushels 52,943 } amounts.

Progress of Toronto.—The population of this rapidly improving city, has doubled itself within the last ten years. The number of inhabitants in June, 1843, according to the census, was 17,805; at present the number exceeds 20,000. The revenue of the port of Toronto, for the year ending the 5th of January, 1844, is upwards of 18,000*l.*, of which fully two-thirds arise on goods imported from the United States. The total exports during the same period, amount to 105,000*l.*, of which not more than 250*l.* were sent to the United States. The amount of specie exported to Buffalo, is about 2500*l.* per week.

NUMBER of Emigrants arrived at Toronto, from the 16th of May to the 16th of November, 1844.

Indigent	number. 2,094
Emigrants that paid their way	7,907
Total	10,201

TOWNSHIP of Whitby—Exports in 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Flour.....barrels	28,502	Oats.....bushels	6,684
Pork.....do.	1,056	Pean.....do.	1,080
Ashes.....do.	1,064	Potatoes.....do.	140
Oatmeal.....do.	860	Lumber.....feet	353,506
Whiskey.....do.	231	Hams.....cwt	144
Lard.....kegs	250	Bran.....do.	1,231
Butter.....bushels	133	Shorts.....do.	500
Wheat.....bushels	29,674		

Value of the above in currency, 44,746l. 10s. 4d.

Commerce of Hamilton, Lake Ontario.—In 1842, the receipt of customs at the port of Hamilton amounted to 7604l., which was considered to be a large sum when compared with Toronto, which for the same period produced only 8300l. During the last year it will be seen that the customs amounted to 12,190l., being an excess over the previous year of 4586l. The canal tolls have also increased to 1986l., which, added to the customs, makes the very large sum of 14,176l. To this sum may be added duty on articles in bond, 2750l. so that the whole amount of customs and tolls for the year, is 16,926l. This great increase is owing to the very advantageous natural position of Hamilton. Placed at the head of Lake Ontario, having excellent roads diverging from it in all directions, an extensive and fertile country, hardy and industrious farmers, and skilful artisans, enlightened and enterprising merchants—the town of Hamilton must in a few years become one of the largest in Western Canada, and also one of the most prosperous. “Among not the least causes to accomplish this end, will be the enlargement of Burlington canal, which is now in progress. When this is completed, aided by the improvements in the navigation of the St. Lawrence, the appearance of sea-going vessels in our harbour will be no novelty.”—*Express.*

GENERAL Return of Articles and Merchandise, on which Toll has been collected at the Burlington Canal, during the Season 1843.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
	number.		number.
Flour.....barrels	52,463	Coal.....tons	173
Pork.....do.	240	Pig iron.....do.	364
Whiskey.....do.	1,167	Indian corn.....bushels	2,871
Butter.....kegs	220	Grindstones.....tons	6
Lard.....do.	89	Merchandise, inwards.cwt.	76,786½
„.....barrels	3	„ outwards.do.	2,643½
Salt.....c.do.	13,514		
Wheat.....bushels	10,351	Actual custom duties, ending the 5th of Jan., 1844..	£
Lumber, boards.....feet	20,000		12,190
West India staves.....pieces	153,208	Canal tolls, ending the 31st of December, 1843.....	1,986
Pipe do.....do.	20,450	Articles in bonded warehouses, which may probably be enlarged before the opening of navigation	2,750
Beer.....barrels	42		
Apples.....bushels	181	Total amount of customs and tolls.....	16,926
Ashes.....barrels	267		
Pot barley.....do.	270		
Oats.....bushels	63		
Stone.....tons	15		

STATEMENT of the Quantity of Imports and Exports by the Desjardins Canal, from the opening of the Navigation on the 3rd of April, to the close thereof, on the 23rd of November, 1844.

ARTICLES.	Quantity.	ARTICLES.	Quantity.
EXPORTS.	number.	IMPORTS.	number.
Flour .....barrels	64,026	Merchandise.....cwt.	13,083
Whiskey .....do.	738	Staves .....puncheons	190,817
Ashes .....do.	114	"pipes	1,610
Pork .....do.	688	Coals .....tons	255½
Salt .....do.	5,271	Pig iron.....do.	321½
Roads .....do.	25	Schooners and steam propellers, with merchandise, &c.....trips	29
Tallow and lard.....do.	16	Durham boats and scows with merchandise, &c.....trips	421
Plaster .....do.	2		
Grass seed.....do.	311		
Butter.....firkins	114		
Wheat, corn, & peas,bushls.	2,727		

"PORT HOPE.—NEWCASTLE DISTRICT.—*Produce of Wheat.*—During the past winter there has been more wheat purchased in this town than in any former season. There are more than 100,000 bushels stored here now, and it is confidently believed there is a third of what was raised in the back townships to come in, which, when the roads get a little better, will be brought forward. In Windsor, we understand there are about 60,000; in Oshawa, 80,000; Bowmanville, Newcastle, and Bond Head, respectively, as much more, which will make at the least 500,000 bushels. This is independent of what has been purchased in Peterborough, in the back stores in Cavan and Monaghan, the greater part of which will pass through our harbour to market; and that purchased in Cobourg; in all we may safely say between 700,000 and 800,000 bushels, at the average price of 4s. to 4s. 3d., making the round sum paid for this article in this neighbourhood, at least 150,000l. This trade will continue to increase, and we have no doubt that in a very few years 1,000,000 of bushels will be purchased annually at these places."—*Port Hope Gazette.*

STATEMENT of the Population of Upper Canada, with the Assessed Value of Taxable Property, Number of Acres of Uncultivated Land liable to Tax, and Cultivated Land in the Years 1825, 1835, 1838, 1839, 1840, and 1841.

YEARS.	Population.	Assessed Value of Property.	Uncultivated Land liable to Tax.	Cultivated Land.
	number.	£	acres.	acres.
1825.....	166,025	997,096	1,378,551	240,249
1835.....	330,469	4,380,002	4,342,308	1,308,291
1838.....	385,824	4,817,115	4,383,708	1,237,735
1839.....	400,047	5,420,409	5,113,308	1,555,137
1840.....	427,441	5,091,477	5,298,530	1,930,159
1841.....	485,357	5,996,609	5,092,558	1,690,441*

* The decrease in the quantity of land liable to tax indicated by these figures, is not an actual decrease, but an error arising from omissions in the returns made to the clerks of the peace. There is no falling off, it will be observed, in the usual rate of increase of the population, or of the assessed value of property in Upper Canada.

STATEMENT of the Tolls received on the Rideau and Ottawa canals, in the Years 1840, 1841, 1842, and 1843.

YEARS.	Rideau.	Ottawa.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.
1840.....	8840 15 1	3890 5 9	12,761 0 10
1841.....	8707 18 3	4174 16 9	12,892 15 0
1842.....	9218 6 7	5794 12 0	15,012 18 7
1843.....			

STATEMENT of Tolls and Dues upon Timber passing through the Ottawa river, received at Bytown in each Year, from 1836 to 1841.

YEARS.	Ottawa.	YEARS.	Ottawa.
	£ s. d.		£ s. d.
1836.....	13,595 7 11	1839.....	14,842 7 0
1837.....	15,174 17 1	1840.....	18,582 13 10
1838.....	13,712 12 9	1841, estimated at.....	19,000 0 0

COMPARATIVE Statement of the Tolls collected on the Welland canal in each Year, from 1834 to 1842.

YEARS.	Amount.	YEARS.	Amount.
	£ s. d.		£ s. d.
1834.....	4300 8 5	1839.....	11,757 2 8
1835.....	5807 5 11	1840.....	19,173 11 10
1836.....	5751 12 3	1841.....	20,210 10 2
1837.....	2516 4 4	1842.....	23,946 10 9
1838.....	6740 13 10		

COMPARATIVE Statement of Schooners, and Tonnage, paying Toll on the Welland canal, in each Year, from 1837 to 1840.

Y E A R S.	Schooners.	Tonnage.	Y E A R S.	Schooners.	Tonnage.
	number.	number.		number.	number.
1837.....	718	80,697	1839.....	1169	147,327
1838.....	769	95,397	1840.....	1671	215,964

STATEMENT of Produce and Merchandise which passed through the Welland Canal during the Seasons of 1840 and 1841.

ARTICLES.	QUANTITIES.		ARTICLES.	QUANTITIES.	
	1840	1841		1841	
	number.	number.		number.	number.
FOREST.					
Boards and scantling .....feet	2,004,721	3,580,911	Tobacco .....tons	277	369
Shingles .....1000	457,500	414,500	Seed.....barrels	180	1,127
Square timber .....cubic feet	899,507	1,155,086	MERCHANDISE.		
Staves .....number	1,670,021	2,776,161	Fish.....barrels	213	132
Sawn logs.....do.	5,942	11,300	Whiskey.....do.	1,515	1,950
Ashes .....barrel	503	268	Cider.....do.	14	10
Empty barrels.....number	18,362	6,156	Beer.....do.	88	65
AGRICULTURE.			Castings.....tons	160	91
Pork and beef .....barrels	15,624	30,410	Furniture.....do	24	6
Butter and lard.....do.	3,687	1,141	Iron.....do.	94	75
Flour.....do.	209,010	213,443	Various.....do.	3,119	4,031
Wheat.....bushel	1,833,765	1,579,906	MISCELLANEOUS.		
Corn, Indian.....do.	33,195	70,374	Salt.....barrels	156,579	156,138
Oats.....do.	544	3,019	Plaster.....tons	801	482
Barley.....do.	64	1,306	Coal.....do.	938	1,422
Peas and beans.....do.	135	28	Bricks.....1000	19,525	4,800
Potatoes.....do.	105	480	Grindstones.....tons	210	237
Fruits and nuts.....barrels	196	329	Stone.....cords	152	423
Crackers.....do.	4	12			

STATEMENT of the Trips and Tonnage of Boats which passed through the Lachine Canal, upwards and downwards, in the Years 1839, 1840, and 1841.

	1839	1840	1841
	number.	number.	number.
TRIPS.			
Downwards.....	1,443	2,006	2,268
Upwards.....	1,443	2,136	2,377
Total.....	2,886	4,142	4,645
TONNAGE.			
At an average of seventy-five tons each boat.....	216,450	310,650	348,375

COMPARATIVE Statement of the Tolls received upon the under-mentioned Macadamised or Plank Roads in Upper Canada, in the Years 1839, 1840, and 1841.

DISTRICTS.	1839			1840			1841		
	£	s.	d.	£	s.	d.	£	s.	d.
HOME DISTRICT.									
Yonge-street-road.....	1638	14	5	2167	14	9	2315	4	7
Dundas-street-road.....	....	....	....	1725	5	1	1610	19	8
Eastern-road, from Toronto.....	....	....	....	1196	16	10	1441	19	0
MIDLAND DISTRICT.									
Kingston to Napanee.....	....	....	....	885	19	2	1269	8	11
JOHNSTOWN DISTRICT.									
Victoria-road.....	....	....	....	....	....	....	192	0	7
Total.....	1638	14	5	5075	15	10	6829	6	11

Whole tonnage entering of the United States, in 1840 .
 Entering from British America .
 From Canada.....

tons.
 2,289,309
 761,006
 538,464

AMERICA.

A TARIFF of Freight on the Navigation between Canada East and West, by the Ottawa River and the Rideau Canal, and the River St. Lawrence, during the Season of 1848.

U P W A R D S.			Salt in bulk or barrels, Coals and Pig-Iron, per ton.	Heavy Groceries and Hardware, per cwt.	Teas, Leaf-sugar, Earthenware, and Glassware, per cwt.	Dry goods, and all light and bulky packages, per cwt.
Montreal to Kingston.....			s. d. 30 0	s. d. 2 6	s. d. 3 0	s. d. 3 9
And, in addition, to cover the greatly augmented tolls on Rideau canal.....			10 0	0 6	0 6	0 6
Apart from the actual transport, they will only act as agents or warehousemen, with respect to goods received and stored by them, and charge for storage, &c., at Montreal, 2s. 6d. per ton, and at Kingston, 2s. 0d. being.....			5 0	0 3	0 3	0 3
In all.....			45 0	3 3	3 9	4 6
			Flour, per barrel.	Pork, per barrel.		
From Montreal—			s. d.	s. d.		
To Bytown			2 6	3 9	25 0	2 0
" "Original.....			2 0	3 0	22 6	1 10
" "Greenville			1 9	2 6	20 0	1 8
" "Carrillon.....			1 6	2 3	15 0	1 2

And, in addition, as agents or warehousemen, charge on goods destined for either of these places, 5s. per ton, or 3d. per cwt., 3d. per barrel on flour, and 4d. per barrel on pork. Goods to places beyond Bytown, on the Rideau canal, the same in all respects as to Kingston.

D O W N W A R D S.		Flour, per barrel.	Pork, per barrel.	Ashes, per barrel.	Tobacco, per hoghead.	Butter or Lard, per keg.
Kingston to Montreal.....		s. d. 2 0	s. d. 3 0	s. d. 5 0	s. d. 10 0	s. d. 0 10½
" Bytown		1 9	2 8			
Frosscott or Brockville to Montreal.....		1 10	2 9	4 7	9 2	0 9½
Bytown to Montreal		1 9	2 8	4 6	....	0 8
Greenville .....		....	....	4 0	....	0 6
Carrillon .....		....	....	3 9	....	0 5

And additional charge as agents or warehousemen, for storage, &c., of 3d. per barrel of flour; 4d. per barrel of pork; 6d. per barrel of ashes; 1s. per hoghead of tobacco; and 2d. per keg of butter or lard.

D O W N W A R D S.		Wheat, per 60 lbs.	Other Grain, per bushel, standard weight.	Standard staves, per M.	Puncheon staves, per M.	Packages, weight or measurement per ton.
Kingston to Montreal.....		s. d. 0 7½	s. d. 0 7½	dollars. 30	dollars. 10	s. d. 25 0
" Bytown		0 6½	0 6½	....	....	25 0
Frosscott or Brockville to Montreal.....		0 6½	0 6½	26	8½	23 4
Bytown to Montreal		0 6½	0 6½	....	....	25 0
Greenville .....		....	....	....	....	20 0
Carrillon .....		....	....	....	....	15 0

And additional charge as agents or warehousemen, for storage, &c., of 1d. per 60 lbs.; wheat, 1d. per bushel; other grain, standard weight, 20s. per M. standard staves; 7s. 6d. per M. puncheon staves; and 5s. per ton packages, weight or measurement.

CHAPTER XIX.

COMMERCE OF THE MISSISSIPPI AND ITS TRIBUTARIES.

THE settlement, cultivation, trade, and navigation of the regions drained by the Mississippi, Missouri, the Ohio, and the numerous tributaries of those rivers, are subjects unparalleled in their rise, progress, and magnitude.

1830.....
1836.....
1837.....
1838.....

Within the duration of not more than the ordinary long life of a human being, the empire of the west has risen to its present magnitude. A few straggling hunters were *trapping* amidst the forests of Kentucky, when they heard the intelligence of the fight at Lexington. To the spot where they had erected their camp they gave the name of their *battlefield*. Such was the origin of the first settlement, and the first city in the great western valley.

Before this period there was no craft, we believe, of greater capacity than the canoe of the red men, navigating the western waters at least not farther north than Louisiana. After the beech bark canoe, and the canoe formed of a single tree, scooped out by tools or by burning, the pirogue appeared, also formed by scooping out one or more trees, and joining them together in the form of a vessel. The *barge*, the *flat boat*, and the *keel-boat*, afterwards appeared on the great rivers of America. The barge was the largest of the three.

One of the earliest attempts to navigate the Ohio, down to the Mississippi, and to New Orleans, was in 1776, when Messrs. Gibson and Linn, the grandfather of Dr Linn, afterwards a senator in Congress from Missouri, descended by water from Pittsburg to New Orleans, to procure military stores for the troops stationed at the former place. They succeeded, and in the spring of 1777 brought back a cargo of 136 kegs of gunpowder.

Judge Hall, in his notes, observes:—

‘ A month was usually consumed in the passage from Pittsburg to New Orleans, while the return voyage was not effected in less than four months, nor without a degree of toil and exposure to which nothing but the hardiest frames, and the most indomitable spirits, would have been equal. The heavily laden boats were propelled against the strong current by poles, or, where the stream was too deep to admit the use of those, drawn by ropes. The former process required the exertion of great strength and activity, but the latter was even more difficult and discomaging, as the labourer, obliged by the heat of the climate to throw aside his clothing, and exposed to the burning rays of the sun was forced to travel on the heated sand to wade through mire, to climb precipitous banks, to push his way through brush, and often to tread along the undimmed shore, which giving way under his feet precipitated him into the eddying torrent of the Mississippi. After a day spent in toils which strained every muscle to its utmost power of exertion, he threw himself down to sleep, perhaps in the open air, exposed to the cold damps and noxious exhalations of the lower Mississippi, and the ferocious attacks of millions of mosquitoes, and reposed as unconscious of danger, or inconvenience, as the native alligator which bellowed in the surrounding swamps.

“ The flat boat was introduced a little later than the others. It is a rough strong boat, with a perfectly flat bottom, and perpendicular sides, and covered throughout its whole length. Being constructed to float only with the current, it never returns after descending the river. These boats were formerly much used by emigrating families, to transport themselves down the Ohio, and are still built in great numbers on the various tributary streams, and floated out in high water, with produce for New Orleans.”

Such were the vessels by which the navigation and trade of the western rivers was carried on, previous to the year 1811. A few bad roads crossed the mountains, and some waggons were dragged over them with such difficulty that a large portion of the merchandise was carried on the backs of horses. A few years afterwards, a delegate from Kentucky was considered a visionary for requesting of Congress the establishment of a mail to Pittsburg, to be carried on horseback once in two weeks. “ He was told,” says Judge Hall, “ that such a

mail was not needed, that it probably would never be required, and that the obstacles of the road were insuperable. That venerable patriot has lived to see the establishment of *two* daily mails on the same route; while the canals, the railways, and the turnpikes that lead to the west, have rendered it accessible, with ease and safety to every species of vehicle."

"The first steamboat built on the western waters," says a writer in the *Western Monthly Magazine*, "was the *Orleans*, built at Pittsburg in 1811; there is no account of more than seven or eight built previously to 1817; from that period they have been rapidly increasing in number."

The *Orleans*, 400 tons, the first boat built at Pittsburg, was owned and constructed by Mr. Fulton, and sailed from Pittsburg in December, 1812, and arrived at New Orleans about the 24th of the same month.

Before the introduction of steam navigation, about 1817, the trade of the upper Mississippi and Missouri scarcely existed, and the whole upward commerce of New Orleans was conveyed in about twenty barges, carrying each about 100 tons, and making but one trip a year; a longer period than required to make an East India or a China voyage. On the upper Ohio, about 150 keel-boats were employed, each of the burden of about thirty tons, and making the trip to and from Pittsburg and Louisville, about three times a year. The whole tonnage of the boats navigating the Ohio and lower Mississippi was then about 6500 tons.

According to a statement in the *Merchants' Magazine*, in 1842 the navigation of the Mississippi was as follows:—

"There were 450 steamers, averaging each 200 tons, and making an aggregate tonnage of 90,000, so that it has a good deal more than doubled in eight years. Valued at eighty dollars the ton, they cost above 7,000,000 dollars, and are navigated by nearly 16,000 persons, at thirty-five to each. Besides these steamers, there are about 4000 flat-boats, which cost each 105 dollars, are managed by five hands a-piece (or 20,000 persons), and make an annual expense of 1,380,000 dollars. The estimated annual expense of the steam navigation, including fifteen per cent for insurance, and twenty per cent for wear and tear, is 13,618,000 dollars. If, in 1834, they employed an aggregate of 90,000 persons, they must now occupy at least 180,000. The boats, ever in motion when the state of the waters in which they ply permits, probably average each some twenty trips in the year. Those running from New Orleans to the more distant points of the river, make from eight to fifteen trips in the year; while those carrying the great trade from Pittsburg, Cincinnati, and Louisville, to St. Louis, perform some thirty annual trips. Others run between still nearer ports, and make more frequent voyages. But at twenty each, and carrying burdens far beyond their mere admeasurement of tonnage, their collective annual freight would be 1800 tons; to which, if that of 4000 flat-boats (each seventy-five tons) be added, we have a total freight, for the entire annual navigation of the Mississippi, of about 2,000,000 tons. The commerce which they convey (omitting the great number of passengers whom they waft in some 9000 trips) is of two sorts: that of the export trade to New Orleans, and that of supply and interchange between the different regions lying on the Mississippi and its tributaries. The latter is well ascertained to be considerably greater, as naturally happens in the internal trade of all wide and commercial countries, whose dealings with foreign lands never fail to fall far short of their exchanges with each other. The statistics collected at the two main points where the best means of information can be commanded (St. Louis and Cincinnati), estimate this internal traffic of the productions of the country itself at not less than 70,000,000 dollars annually; while those commodities shipped to New Orleans for exportation, are found to be 50,000,000 dollars more. The downward trade may thus be stated at 120,000,000 dollars; the upward, or return trade of foreign goods, or of those brought up the river from other parts of the Union, is reckoned at about 100,000,000 dollars. Thus, the entire amount of commodities conveyed upon the waters of the Mississippi does not, upon the best estimates, fall short of 220,000,000 dollars annually, which is but 30,000,000 dollars less than the entire value of the foreign trade of the United States exports and imports in 1841."

TABLE of Distances on the Ohio and Mississippi Rivers, from Pittsburg, Pennsylvania, to the Falls of St. Anthony, on the Upper Mississippi.

P L A C E S.	Miles.		P L A C E S.	Miles.	
	No.	Total.		No.	Total.
Pittsburg, Pennsylvania, to Wheeling, Virginia	90		Commerce, Illinois	1	222
Marietta, Ohio	83	178	Fort Madison, Western Territory	10	222
Portsmouth, Ohio	178	356	Burlington, Western Territory	20	282
Cincinnati, Ohio	105	401	Oquawka, (Yellow Banks)...		207
Louisville, Kentucky	132	593	Mouth of Iowa		2-2
Evansville, Iowa	200	781	Mouth of Pine River		317
Mouth of Ohio	194	984	Mouth of Rock River		327
St. Louis, Mobile	230	1237	Stevenson, Illinois		335
Total to St. Louis, 1237 miles.			Rock Island		337
St. Louis, to mouth of Missouri	18		Canaan, (head of Upper Rapids)		355
Alton, Illinois	6	24	New Philadelphia, Western Territory		393
Hamburg, Illinois	15	39	Savans, Western Territory		415
Clarksville, Mobile	60	99	Smithville, Illinois		426
Louisiana, Mobile	12	111	Bellview, Western Territory		431
Hannibal, Mobile	30	141	Mouth of Fever River		437
Marion City, Mobile	10	151	Galena, Illinois		445
Quincy, Illinois	40	161	Du Buque, Western Territory		475
La Grange, Mobile	12	173	Cassville		505
Tully, Mobile	8	181	Prairie la Porte	8	513
Warsaw, Illinois	20	201	Prairie du Chien	22	535
Keokuk, W. T., (foot of Des Moines Rapids)	5	206	Falls of St. Anthony, about	265	800
Montrose, W. T. (head of Des Moines Rapids)	15	221			

Total from Pittsburg to St. Anthony Falls, 2037 miles.

Total to St. Anthony Falls 800 miles.

The charge or fare for passage on the Mississippi and Ohio rivers is about three dollars per 100 miles for long distances, and four to five cents per mile for short distances. Deck passengers, one dollar per 100 miles. The usual speed of the boats is six miles an hour up stream, and from ten to twelve down.

An important point of internal trade on the Ohio river, is the Portland and Louisville canal, through which the navigation of that great river passes.

STATEMENT of the Number of Boats that have passed through the Portland and Louisville Canal and Amount of Tolls received, during the undermentioned Years.

Y E A R S.	Steamboats.	Flat and keel boats.	Tonnage.	Tolls received.	
	number.	number.	tons.	dls.	cts.
1831	400	421	76,223	12,750	77
1832	453	179	70,109	25,736	12
1833	875	710	169,885	60,736	92
1834	938	613	162,000	61,848	17
1835	1,256	355	200,113	80,165	21
1836	1,182	260	182,220	86,343	23
1837	1,501	165	242,374	145,424	60
1838	1,058	438	201,750	121,107	16
1839	1,666	578	300,406	180,364	02
1840	1,231	392	224,841	134,904	55
1841	1,031	309	180,907	113,944	59
1842	983	183	172,755	95,005	10
1843	1,206	88	232,264	107,274	03
Total	13,766	4701	2,425,667	1,227,625	20

The trade of New Orleans with the upper countries of the Mississippi, Ohio, and Missouri, and especially the produce and merchandise brought, during several years, downwards to that city, will be found detailed in our account of New Orleans.

The principal places situated on the banks of the Mississippi and its tribu-

taries, between New Orleans and the mouths of the Ohio and Missouri, we have described in the account we have given of the respective states.

The great entrepôts of the internal trade of the upper counties are St. Louis and Cincinnati.

St. Louis, as late as the year 1836, was little more than a trading village; now (1845) contains a population of probably 40,000. (*See description of the state of Missouri and its towns.*) A great portion of the trade of the states of Illinois and Missouri, and the territories of Iowa and Wisconsin, centre at this town. Bricks in great quantity; and deals, boards, &c., produced by numerous steam saw-mills, and by several mills for planing; the produce of white-lead factories, grist-mills, oil-mills, and other fabrics also create an active trade. The amount of marine insurances effected at St. Louis, including boat-hulls and cargoes, and comprising only property floating on the rivers, is stated, in 1842, to have been 58,021,986 dollars.

The leading articles of export from St. Louis and of the adjacent country, of which it is the emporium, are lead, tobacco, furs, and peltries, hemp, flour, wheat, and other agricultural products; also horses, mules, hogs, and live cattle of various sorts, which are shipped to the south in flat or keel-boats.

The lead-mines of Washington, and other southern counties, are below St. Louis; although the lead is chiefly shipped from that port, by boats, to New Orleans. The quantities of this article received at St. Louis, from the Galena mines, for three years, ending in 1841, were as follow:—

1839.	.	.	.	.	.	pigs	375,000
1840	.	.	.	.	.	"	390,000
1841.	.	.	.	.	.	"	425,000

The quantity of lead received at New Orleans, for the same period, was as follows:—

1839.	.	.	.	.	.	pigs	300,000
1840	.	.	.	.	.	"	352,000
1841.	.	.	.	.	.	"	423,000

STATEMENT of the Shipments of Lead from Galena and Dubuqué, and all other Points on the Upper Mississippi, for 1841, 1842, and 1843.

ARTICLES.	1841			1842			1843		
	Pigs lead.	Steam-boats.	Keels towed.	Pigs lead.	Steam-boats.	Keels towed.	Pigs lead.	Steam-boats.	Keels towed.
	No.	No.	No.	No.	No.	No.	No.	No.	No.
Small lead, equal to...	452,414	143	108	447,859	195	88	561,321	244	55
Shot in kegs	2,750	..	..	840	..	..	2,410	..	..
Shipped to the lakes ...	7,840	..	..	..	..	..	5,000	..	..
	..	..	..	25,000	..	..	15,100	..	..
Total	463,404	143	108	473,000	195	88	584,131	244	55

Pigs Wisconsin copper, 1400 equal to 95,000 lbs.

“The above statement of the shipments of lead made from this section of the country this season, compared with that of 1841 and 1842, together with the number of steamboat departures, and number of keels and barges towed; shows 561,321 pigs against 447,859

pigs in 1842, and in small bar lead, 2410 pigs against 840 pigs; showing an actual increase in the shipments of lead . . . 115,032 pigs

To which should be added that stopped by ice in 1842,
none of which reached St. Louis prior to the 10th of
April, 1843 25,142 „

* Making an actual increase in the supply of . . . 140,174 „

“That made into shot, say 5000 pigs, has gone to supply the lake borders, as well as the lead shipped that way. The steamboat arrivals show an increase of 49 over 1842, being 244 against 195.

“The article of Wisconsin copper is attracting notice, and will become a valuable article in the trade of this country. Our shipments this year amount in value to, say 11,000 dollars, and will, I think, in 1844, double that amount. In the Boston market it commands the same price as Peruvian copper, and with one house has the preference over it.

	dls.	cts.
“The value of the lead exported from here this year may be set down at 563,731 pigs of 70 lbs.=39,461,171 lbs.; at two dollars twenty- seven cents and one-third	937,202	00
And copper	11,000	00
Total	948,202	00

Galena, Dec. 15, 1843.”

Of the tobacco crop of Missouri, it is stated, by a house engaged in the trade, that the shipments, during the year 1841, were about 9000 hogsheads, of which 8500 passed through St. Louis, and of the subjoined quality and value:—

		dollars.	dollars.
2000 hhd. strips	worth in Europe	175=	350,000
2500 firsts	„ New Orleans	120=	300,000
2500 seconds	„ „	70=	175,000
1500 X's	„ „	50=	75,000
500 king's and bull's eye	„ „	25=	12,500
Total			912,500

The crop for 1843, was estimated at above 12,000 hogsheads. The trade of the American Fur Company, and that of independent fur traders, including the fur trade of nearly all the northern and north-western Indians within the jurisdiction of the United States, concentrates at St. Louis. The value, to that city, of the trade in cloths, blankets, and other fabrics used in the fur trade traffic, exclusive of annuities, the pay of hands, and the outfits for expeditions, boats, &c., has been estimated, by individuals familiar with the trade, as exceeding 225,000 dollars. It has been computed that the exportation of furs, buffalo-robcs, and peltries, the proceeds of that trade, which go to the Atlantic cities, independently of the home consumption, and the quantity sent to the Ohio and other parts of the west, during the year 1841, was between 350,000 dollars and 400,000 dollars; and that the entire fur trade for that year could not fall short of 500,000 dollars. This trade includes the furs and skins that were collected by the various Indian tribes from the Mississippi to the Pacific, and from the Columbia to the California.

Hemp is becoming one of the most valuable products of the Missouri section of the country. There are, at St. Louis, two large manufactories of bagging and

bale rope, and several rope-walks. One thousand four hundred and sixty tons of hemp were exported in 1840, of which 1600 tons, grown in the state, were shipped to Kentucky, 380 tons to New Orleans. It is estimated that the crop of 1841 was double that of the preceding year; and, that, including the state of Illinois, the farmers of which are beginning to direct their attention to the manufacture of hemp, the total crop during the year 1842, was about 10,000 tons, valued at about 200,000 dollars.

St. Louis, Alton, Peoria, and most of the villages upon the upper part of the Mississippi and the Illinois river, export many thousand tons of pork in various states of preparation, as bulk and barrelled pork, bacon and lard. The value of the trade of Illinois, in that article, was estimated, in 1841, at 1,500,000 dollars.

The larger portion of the pork produced on the upper Mississippi has been consumed at the lead mines, by the Indians, and at the various military posts. A part of that which is produced on the Missouri is consumed by the Indians, the fur companies, and by the troops of the United States, stationed upon the frontier. In 1841, 174,000 barrels of flour, and 237,000 bushels of wheat were shipped from St. Louis, besides a great number of horses, mules, horned cattle, and hogs, which are sent southward by the flat or keel-boats.

Merchandise, of various sorts, required by the inland population is imported into St. Louis, as a depôt, from the east, the south, and the Ohio, and estimated at the value of 25,000,000 dollars. Some of those articles imported into St. Louis, such as hardware, queen's, and China ware, German and French goods, linens, wines, and liquors, to the amount of several thousands of dollars, were imported in transit directly from Europe. An extensive trade is carried on between St. Louis and Santa Fé, and the States of New Mexico.—(*See Trade of the Prairies and Santa Fé hereafter.*)

On the Mississippi and its tributaries, 437 boats regularly plied during the year 1841, of which 150 were employed in the St. Louis trade, and eighty-three steamboats were, in part, owned by citizens of that place; some of which plied from the Ohio to Peoria, upon the Illinois, and to Galena, upon the Mississippi; others were employed in the direct trade from New Orleans to various points upon the Missouri, making St. Louis the rallying point. The steamboats, keel-boats, and flatboats, either carried direct from St. Louis to New Orleans, or sold along the river coast, flax-seed, tobacco, wheat, whiskey, shot, hides, hemp, castor oil, corn, meal, buffalo robes; bees'-wax, rope, butter, bagging, beans, furs and peltries, green fruit, dried tallow, bacon, beef, dried corn, flour, lard, lead, oats, potatoes, pork, onions, and live cattle.

Vicksburg, Natchez, and other minor places, are important points of shipment for the produce of the interior to New Orleans, the grand entrepôt of the Mississippian regions for foreign commerce, and the natural point of export to foreign countries.

CHAPTER XX.

THE AMERICAN FUR TRADE.

THE trade for the purchase of the skins of wild animals commenced nearly with the first voyages to the coasts of America. We find that the early voyagers traded for furs within the Gulf of St. Lawrence, and along the shores and rivers of Acadia (now Nova Scotia and New Brunswick), and various parts of the country now forming the state of Maine, and the New England states, and of Cape Breton, St. John's Island, and Newfoundland. The skins of bears, foxes, martens, and some other wild animals, have continued from that period down to the present day, to form articles of commerce, to a moderate extent, in all those countries.

The great fur trade of North America commenced first at, and was carried on from, Canada, and it was, afterwards shared by adventurers who resorted to Hudson Bay.

The French colonists, who established themselves upon the St. Lawrence and the bordering lakes and streams, not discovering gems nor gold, directed their views to the mighty wilderness, and to the vast lakes and magnificent streams west of Quebec; and to the hunting of wild animals, whose furs were of great value in the foreign markets. Cardinal Richelieu organised, in 1627, the Company of New France, a chartered body comprised of 100 members, and granted to this company two ships of war. From that time the French colonists extended their posts along the great lakes and rivers of the west. These posts were the points of rendezvous of the fur traders—where European wares were exchanged for the skins of wild beasts.

The French fur trade was created as much by the character of the people as the spirit and policy of the government. The French colonists were scattered at different commanding points from the St. Lawrence to the banks of the Missouri. They consisted of three classes: the *seigneurs*, who were deemed the patricians of the country, and who held its advantages by royal charters; the ecclesiastics, who erected their crosses amid the near and distant Indian nations, and who were important agents of the French government in gaining the friendship of the aborigines; and the vagrant adventurers who were subjects of the feudal system under the *Coutume de Paris*, or the French colonial law.

The French American colonies were military and mercantile, far more than agricultural colonies. The feudal possessors of the country strove, by the course they pursued, rather to secure the greatest amount of temporary advantage than to perpetuate either their own hold on the soil, or the dominion of France over

the Canadas. Under noble leaders, and the Jesuits and priests, feudal, semi-military, and trading, as well as converting, or religious, expeditions, were despatched, from time to time, from the head-quarters of the government at Quebec and Montreal, with implements to erect posts, or factories upon the borders of the lakes, as places of deposit for European merchandise, and for the peltries collected, and as outposts for the protection of French power. Within the first fifty years after the foundation of Quebec, by Samuel de Champlain, we find factories extending to the shores of Lake Superior, at Detroit, Mackinaw, Duquesne, Chicago, Green Bay, St. Joseph, St. Marie, and St. Vincent. They consisted of rude houses, erected in the woods, thatched with bark, and in the midst of those buildings the Jesuit missionary erected a chapel, surmounted by a cross. A rude fort constructed with palisades contained a small garrison of soldiers.

The seigneurs, who, with the governor-general of Canada, were invested with the sovereign power, under the King of France, were generally partners in the fur trading company.

The active agents of the French fur trade were the *Coueurs des Bois*, or rangers of the woods. As a class, they were reckless and improvident. Inured to the hardships of the forest and the wilderness, they soon became attached to a wandering life amidst the woods. The dress of the *Coueurs des Bois* consisted of leggings, mocassins, a capote, or blanket coat, and a red sash twined around them as a girdle, in which was stuck a steel scalping-knife. In this respect they differed little from the native Indians. They departed for the west periodically, by the north-western lakes; and thence, by the forest and streams, to those posts where the Indians were in the habit of resorting, and where were collected the cargoes of furs and peltry, with which they returned to Quebec and Montreal, from which the furs were shipped for France. The goods sent upwards, and the furs brought down made up in packs, were transported in canoes made of birch bark, sufficiently large to convey six men and the goods transported into the interior for barter, and the furs received in exchange. The articles of trade were imported from France, in packages of convenient size. They consisted of cotton cloths, blankets, calicoes, guns, hatchets, and other kinds of hardware, cheap ornaments, and other articles suited to the taste or wants of the Indians. Thus the fur traders, when they reached the Indian territory, either hunted or trapped themselves, or exchanged their goods with the Indians for the furs, which were deposited with the "Farmers of the Beaver Skins," for the purpose of being sent to the markets.

In order to prevent the desertion of the traders from the posts, it was ordained that no person should be permitted to trade with the Indians without passports from the French king, and all persons who had not those licences, were prohibited going from Quebec, or Montreal, to the Indian country under

the penalty of death. The ordinary price of these licences, according to La Hontan, was 600 crowns, and they were purchased from the governor-general of Canada by the merchants, and by them sold to the *Coureurs des Bois*, at an advance of about fifteen per cent more than they could command in ready money at Quebec and Montreal. The privileges granted in those licences allowed each possessor to proceed to the ports with two large canoes laden with cargoes of manufactured goods, valued at about 1000 crowns. Each canoe had a crew of six men. On their voyages made through the lakes annually, the ordinary profit was 100 per cent, from which the merchant took 1000 crowns for the prime cost of his exported goods, 600 crowns for his licence, and forty per cent for *bottomry*, so that there remained, from the two cargoes, only 680 crowns, which were divided among the twelve *Coureurs des Bois*. During each year the traders came down the lakes and streams, from the remotest banks of Lake Superior, and then to the Ottawas river, or across the portage of Niagara, with full freights, which were disposed of at Quebec and Montreal.

The evil effects of this exclusive policy soon became manifest, and nearly every person was permitted to embark in the fur trade, and the system of granting licences was abolished. Great improvidence soon pervaded the management of the Canadian fur trade. French manufactures, used in the trade, were of much higher cost than those of the English, and in consequence the profits became so small that many of the French traders absconded to the English posts, which were first established in the country now forming the state of New York.

The Baron La Hontan, who was a resident at Montreal about the year 1685, and who was for some time the French commandant of a fur trading post on the River St. Clair, between Lakes Huron and Erie, in his account of the fur trade, says,—

“ Much about the same day, there arrived at Montreal, twenty-five or thirty canoes belonging to the *Coureurs des Bois*, laden with beaver skins. The cargo of each canoe amounted to forty packs, and will fetch fifty crowns at the farmers' office. These canoes were followed by fifty more, of the Ottawas and Hurons, who came down every year to the colony, in order to make a better market than they can do in their own country of Michilimackinac, which lies on the banks of the Lake of Hurons (Lake Huron), at the mouth of the Lake of the Illinese (Lake Michigan). Their way of trading is as follows:—Upon their arrival, they encamp at the distance of 500 or 600 paces from the town. The next day is spent in ranging their canoes, unloading their goods, and pitching their tents, which are made of birch bark. The next day they demand an audience of the governor-general, which is granted them that same day in a public place. Upon this occasion each nation makes a ring for itself. The savages sit upon the ground, with their pipes in their mouths, and the governor is seated in an arm-chair; after which, there starts up an orator, or speaker, from one of these nations, who makes an harangue, purporting ‘that his brethren are come to visit the governor-general, and to renew with him their wonted friendship; that their chief view is to promote the interest of the French, some of whom being unacquainted with the way of traffic, and being too weak for the transporting of goods from the lakes, would be unable to deal in beaver skins, if his brethren did not come in person to deal with them in their own colonies; that they know very well how acceptable their arrival is to

the inhabitants of Montreal, from the advantage they reap by it; that, inasmuch as beaver skins are much valued in France, and the French goods given in exchange are of an inconsiderable value, they mean to give the French sufficient proof of their readiness to furnish them with what they desire so earnestly. That by way of preparation for another year's cargo, they are come to take in exchange fusils, powder, and ball, in order to hunt great numbers of beavers, or to gall the Iroquois, in case they offer to disturb the French settlements. And in fine, that in confirmation of their words, they throw a porcelain collar with some beaver skins to the governor-general, whose protection they lay claim to, in case of any robbery or abuse committed upon them in the town.' The spokesman, having made an end of his speech, returns to his place, and takes up his pipe, and the interpreter explains the substance of the harangue to the governor, who commonly gives a very civil answer, especially if the presents be valuable; in consideration of which he likewise makes them a present of some trifling things. This done, the savages rise up and return to their huts, to make suitable preparations for the ensuing trucking.

"The next day the savages make their slaves carry the skins to the houses of the merchants, who bargain with them for such clothes as they want. All the inhabitants of Montreal are allowed to traffic with them, in any commodity but rum and brandy; these two being excepted, upon the account that when the savages have got what they wanted, and have any skins left, they drink to excess, and then kill their slaves, for when they are in drink, they quarrel and fight, and if they were not held by those who are sober, would certainly make havoc one of another. However, you must observe that none of them will touch either gold or silver.

"As soon as the savages have made an end of their trucking, they take leave of the governor, and so return home by the river Ottawas. To conclude, they did a great deal of good both to the poor and rich, for you will readily apprehend that every body turns merchant upon such occasions."

At this early period, a jealousy arose on the part of the French towards the advances of the English fur traders: who, as early as 1686, had penetrated the wildernesses as far as Michilimackinac. In 1720, Charlevoix says, "As for what has been said, that by making a settlement at the Detroit, we should bring the fur trade too much within reach (of the English), there is not a man in Canada who does not agree that we can never succeed in preventing the Indians from carrying them their commodities, let them be settled where they will, and with all the precautions we can possibly take, except by causing them to find the same advantage in trading with us as in the province of New York."

While the French traders were trading among the forests bordering on the great lakes and the Mississippi, and supplying furs to the markets of France, a rival power appeared in Hudson's Bay; which great inlet was first entered by the expedition sent from England, to discover a northern passage between the Atlantic and Pacific. Charles II. granted to a society of London merchants, denominated *The Hudson's Bay Company*, a charter in 1669, upon the implied condition that they would strive to discover a north-west passage. This association confined its trade within the regions of the north, until as a competitor with the French, for nearly a century, the Hudson's Bay Company afterwards extended its trade throughout the greater portion of the north-western territory.

The English fur trade continued to advance through the great chain of the lakes and the region of Hudson's Bay, mingling barbarism and civilisation, until

the power of France was driven from Canada. From the time of the surrender of the French posts in 1760, down to the year 1766, the fur trade from Montreal was in a great measure suspended. The furs which were collected by the Indians from the borders of the lakes, were sold to the traders of Hudson's Bay, who now extended their posts towards the territory which had formerly been occupied by France. In 1766, a few Scotch merchants from Upper Canada, finding the field unoccupied, established a post and factory at Michilimackinac, the central post of the former French fur trade. From this point, their operations soon extended far beyond Lake Superior and the upper waters of the Mississippi, north to Lake Winnipeg, and the Saskatchewan and Lake Athabasca. These traders, on coming in collision with the traders of Hudson's Bay, were for some time harassed, but not expelled by the latter.

Jonathan Carver, an adventurous native of Connecticut, left Boston in 1766, and passing through the Straits of Mackinaw and the upper lakes, passed the two succeeding years in exploring the country west of the Mississippi. His intention was to ascertain the character and acquire the languages of the various Indian tribes which were scattered over those regions, as well as to gain a knowledge of the quality and productions of the soil beyond the Mississippi, and also to discover the breadth of the continent of those regions in its broadest part, from the Atlantic to the Pacific Ocean, between the forty-third and the forty-sixth degree of northern latitude. His ultimate object was to propose to the government the establishment of a post in that region, near the "Strait of Anian," which he considered would facilitate the discovery of a passage between Hudson's Bay and the Pacific. These objects, however, he was not destined to complete; as he was obliged to give up the project just as he had advanced to the river St. Peter's. The journal of his travels was published in London, and widely circulated. It contained interesting information relating to the topography of a country which had then been but partially explored, as well as facts relating to the Indian tribes. It soon led to further adventures.

In 1784, preparations were made by several European nations for the prosecution of the fur trade; especially between the north-western coast of America and China. At this period, the Russians procured the greater part of their furs from the northern parts of their empire, and transported them to China by land; while the markets of Great Britain were supplied by the factories of Canada and Hudson's Bay. China had been long a valuable mart for furs, which were highly prized in the northern parts of the *Celestial* Empire, as a defence against the cold, and throughout its whole extent, as a badge of rank and wealth.

In 1785, James Hanna, an Englishman, sailed from Canton in April, for the prosecution of the fur trade, and, in August, he arrived in Nootka Sound in the first ship that had ever explored the north-west coast of America. Here he exchanged coarse manufactures, and old iron, for a valuable cargo of furs, with

which he returned to the port of Canton. About the same period, an association of merchants termed the "King George's Sound Company," was formed in London for the prosecution of the fur trade on the western coast of America. The scheme of this company was to collect furs on that part of the continent, and to transport them direct to Canton, receiving their return cargo in tea: a special permission having been granted by the East India Company, to carry those teas to London. For this purpose two ships were despatched to the Northern Pacific. In the course of the two following years, two vessels were sent out from Calcutta and Bombay, by the East India Company; from Macao and Canton by the English and Portuguese; and from Ostend under the flag of the Austrian East India Company. The French also, in 1790, despatched expeditions to the north-west coast for the purpose of obtaining information respecting the fur trade. An agent was sent out by Spain to California for the purpose of collecting furs for the market of Canton, in which adventure he appears to have partially succeeded. But the few furs which he had collected were of inferior quality. Meantime the Russians gradually extended their trade on the north-western coast. The American ships *Columbia*, of 220 tons, and the *Lady Washington*, of 90 tons, under the command of Kendrick and Gray, were fitted out by an association of merchants in Boston, and furnished with sea letters from the general government. They sailed together on the 30th of September, 1787, for the prosecution of the fur trade on the same coast.

During the year 1787, the North-west Company of Montreal was established. This association was formed, for the purpose of preventing the fatal collisions which had occurred between individual Canadian traders and those of the Hudson's Bay Company, as well as to re-organise the fur trade on a larger and more secure system. Its members were comprised of the principal merchants of Montreal, who had before been engaged in the fur trade around the lakes. This company did not obtain a charter, but constituted themselves a commercial partnership. It consisted of shares unequally divided among individual stockholders, some of whom were engaged in the importation of goods necessary to carry on the trade, in the supply of capital, and in the exportation of the proceeds; and others who were employed in actual trade at the interior posts and among the Indians. The shares of this company were gradually increased. The agents of the company went annually to Detroit, Mackinaw, St. Mary, and the grand portage, where they received the furs, and forwarded them to Montreal. The articles for the trade consisted of woollen and cotton goods, hardware, cutlery, fire-arms, ammunition, some spirits, and those ornaments and tinsels which were prized by the Indians, as well as in the market of Montreal. These goods were annually shipped from London about the first of May, and in the winter they were bartered for furs and peltry, which during the next autumn were shipped from Canada to London. The food which they used was of a

coarse kind. The partners of the company, the interpreters, clerks, guides, and all in office, were allowed better provisions; but the canoe-men, or *voyageurs*, had generally nothing better than fat melted, or boiled, with Indian corn meal.

The Hudson's Bay Company, which had exercised supreme dominion over the cold regions of the north, soon found a new company advancing over their territory, and the rivalry of the two companies soon gave rise to violent outbreaks, though they confined themselves within different chartered limits. The North-west Company extended its operations over the north-western lakes: their *employés* aided by French *Canadiens*, half-breeds, and Indians, with their commanders or agents, occupied the posts which had formerly belonged to the French along the great lakes and the Mississippi; and in two years after the first establishment of the North-west Company, its advanced posts extended as far as Athabasca lake, 800 miles beyond Lake Superior.

The following table, exhibiting the number of skins, which were collected by this company during one year,* is given in the introduction to the *Voyages* of Sir Alexander Mackenzie, a partner in that association:—

PRODUCT of the North-west Company, for one Year previous to 1794.

106,000 beaver skins.	600 wolverine skins.
2,100 bear skins.	1,650 fisher skins.
1,500 fox skins.	100 racoon skins.
4,000 kit fox skins.	3,800 wolf skins.
4,600 otter skins.	700 elk skins.
16,000 muskquash skins.	750 deer skins.
32,000 marten skins.	1,200 dressed deer skins.
1,800 mink skins.	500 buffalo robes.
6,000 lynx skins.	

Fort William, near the grand portage on the north-western shore of Lake Superior, was the port of annual rendezvous, where the partners from the interior met the leading directors from Montreal, to discuss the interests of the trade. The latter ascended the rivers and lakes of the west in large canoes, manned by Canadian voyagers, and provided with articles of traffic as well as of luxury, not excepting the choicest wines. The place of assemblage was the grand council-house, a large wooden building. The antlers of the elk, the bow, and the war club; Indian ornaments of various kinds; richly sculptured pipes wrought from the red stone of that region, or cut from the horns of the deer, and ornamented with the plumes of birds; buffalo robes, and various trophies of Indian hunting and warfare, adorned the walls of the hall. Bear and buffalo skins formed the carpets. At this season a grand dinner was usually provided: consisting of the flesh of deer, buffalo, hares; of various wild fowl; of fish caught in the lakes or streams; and of the luxuries carried from Montreal. The partner of the company; the French *voyageur*, decorated with tinsel, and with a red feather waving in his hat; the half-breed, the highlander, and the

Indian, were all mingled together. On these occasions the forests and rocks echoed the song and the wild-music of revelry; and the Indians and traders shared equally in the pleasures, or intemperance, of this annual orgy.

The Russian government was, at the same period, extending its establishments along the western coasts of America. An association was formed by the merchants of Eastern Siberia as early as 1785, for the purpose of carrying on the fur trade upon the northern coasts of the Pacific, under the protection of the Empress Catherine. The government seemed disposed to suppress that company, on account of the cruelty of its agents towards the natives. But the Czar, on the 8th of July, 1799, granted to the association a charter, under the name of the "Russian American Fur Company," giving its shareholders an exclusive right to trade, for twenty years, along a large portion of the coast. This privilege was confirmed by the Emperor Alexander. The directors of this company had their residence in Siberia, at their grand depository for the China trade. This chief office was afterwards changed to St. Petersburg, and was placed under the general control of the imperial department of commerce. The Russian fur trade, although more absolute and military than was that of the French, or than that of the English, was governed by nearly the same general system. At this early period, numerous collisions occurred between the Russian and the United States' fur traders, arising from mercantile rivalry; and, among other charges made, it was complained that fire-arms were furnished to the natives by the Americans. During the year 1791, seven vessels from the United States arrived in the North Pacific, in search of furs; and Captain Ingraham, who sailed from Boston, in 1790, discovered the group which he called the Washington islands.

That celebrated intrepid traveller, Sir Alexander Mackenzie, traversed the continent of America, to the Pacific, in 1793, but England did not then seize upon the advantages which his experience enabled him to describe. The American vessels which traded to the north-west coast for furs, sailed from the United States or from Europe, to the North Pacific, with cargoes of spirits, wine, sugar, tobacco, fire-arms, gunpowder, iron, and coarse manufactures of various kinds, which were exchanged along the sea-coasts with the natives, or Russians, for furs; or return cargoes were obtained by hiring from the Russian agent, hunters and fishermen to procure furs and fish. These cargoes were then shipped to Canton, and bartered for teas, porcelain, nankeen, and silks, which were shipped to the markets of Europe or the United States; or if the American ships were not able to collect a full cargo of furs, they, in its broadest extent, were laden with sandal-wood, pearl-shells, and tortoise-shells, at the Sandwich Islands, for which articles a market and fair prices were found at Canton.

In consequence of the success of the North-west Company of Canada, an

American fur trading company was afterwards formed, called, from its principal dépôt on the island of Mackinaw, the Mackinaw Company. The North-west and Hudson's Bay Companies traded amidst the regions of the north, and at the head waters of the Missouri; and the Mackinaw Company traded chiefly in canoes to the regions of Iowa and Wisconsin.

By a clause in Mr. Jay's treaty, concluded in 1794, British traders were permitted to enter the American territory, to carry on the fur trade. By the purchase of Louisiana, in 1803, the Americans acquired the splendid advantages of navigating the Mississippi, and all its tributaries, from their sources to the sea. Mr. Jefferson, then president, projected an expedition, to be undertaken by the federal government, for the exploration of the country watered by the Missouri, and westward to the Pacific, which led to the expedition of Lewis and Clarke. Those adventurous travellers proceeded up the Missouri towards the Rocky mountains, partly by land and partly by water, exploring the main stream to its source. Here they prepared to cross the Rocky mountains, in August, 1805, and having accomplished their object, they reached the mouth of the Columbia on the 7th of November, of the same year.

Soon after the return of Lewis and Clarke, the North-west Company of Montreal resolved to extend their fur trade west of the Rocky mountains; and during the spring of 1806, Mr. Silas Frazer, a partner, established a British trading post on Frazer's lake, near the fifty-fourth parallel, at a place since called New Caledonia.

At St. Louis, on the Mississippi, an association was formed, in 1808, called the Missouri Company, which was projected by Manuel Lisa, an enterprising Spaniard. Two years afterwards, a number of trading posts were established upon the Upper Missouri, and one beyond the Rocky mountains, on the Lewis river, by Mr. Henry, and one also on the southern branch of the Columbia. But the enmity of the natives, and the difficulty of obtaining regular supplies of food, obliged Mr. Henry to abandon it in 1810.

The operations of the North-west Company, in confederating the numerous tribes at the west, especially those in the forests around the heads of the Mississippi and the great lakes, induced the American government to send out individual traders, to supply the wants of the Indians, and, if possible, to attract their trade towards the United States. These efforts produced, at the time, but little effect.

Meanwhile, the Russians were extending their establishments upon the North Pacific coasts, as far as Norfolk Sound, and, as early as 1806, they had made preparations to occupy the mouth of the Columbia river. The territory occupied by the Russian Fur Company was divided into districts, and each district was placed under a commandant, aided by a number of Russians, who kept the

natives under entire subjection, and compelled them to labour for them. These petty commandants were under the general direction of superior commanders: one of whom resided in each group of settlements; and all were subject to the will of a chief director, or governor-general, who exercised absolute power over them, subject to certain written regulations which were drawn up at St. Petersburg. The labourers in the Russian fur trade were employed principally as mechanics, hunters, fishermen, or soldiers, and consisted chiefly of vagabond Russians. The furs collected by them were shipped to Petro-Pawlowsk and Ochotsk, to which places the goods also required for the trade were brought, partly from Russia, and partly by American vessels. The Russian government afterwards nearly excluded the American vessels from the coast, in order that the Russian company might monopolise not only the fur trade, but prevent the Americans from furnishing the Indians with arms and ammunition.

In 1800, the stock of the Russian Fur Company rose to an enormous price, or value, under Alexander Baranoff, whom the Americans describe as a bold, shrewd, energetic, and heartless man; who, in weighing the interests of the fur and fishing trade, considered the profits as of far greater consequence than right and humanity.

Mr. John Jacob Astor, a German, who had emigrated from his native country in 1783, engaged individually in the American fur trade, and realised a splendid fortune. He obtained, in 1809, a charter from the legislature of New York, for organising a Pacific Fur Company: *all the capital of which belonged to himself*. His plan was to establish posts on the coast of the Pacific, on the Columbia, and on its branches, as well as on the head waters of the Missouri. These posts were to be supplied with all necessary articles for trade, either by way of the Missouri, or from the principal factory at the mouth of the Columbia: which post was to be supplied by ships, that were to sail annually from the port of New York. This principal depôt was to be the magazine for all the furs and peltries collected at the other posts, and the ships, after discharging their outward cargoes, were to be laden with furs, to be exported to Canton, and to receive there in return, teas, silks, and other Chinese productions, which were to be carried to New York. It was also proposed to supply by the American ships, the Russians on the north-west coast, with any goods they might require, for which furs were to be received in exchange; and for that object a special agent was sent to St. Petersburg, who succeeded in effecting a negotiation for carrying the project into effect. Mr. Astor received strong assurances, from the cabinet of Mr. Jefferson, of support to the enterprise.

For the prosecution of this grand project two expeditions were fitted out: one by sea and one by land. The former was directed to proceed by sea from New York to the mouth of the Columbia, with the proper stores, arms, and

ammunition, for the establishment of a fortified post at the mouth of the Columbia; and the other to advance by land, up the Missouri, and across the Rocky mountains to the same point, marking on their way the most suitable places for the establishment of the interior posts.

For the execution of his plan Mr. Astor engaged, as partners, a number of Scotchmen who had been employed in the North-west Company, together with Americans and Canadians, acquainted with the fur trade. Those partners were empowered to conduct the trade in the north-west: receiving for their services one-half of the profits, while Mr. Astor, who was to remain in New York and superintend its general operations, and furnish the capital, was to retain the other half. In 1809, the ship *Enterprise* was despatched to the North Pacific, to obtain information at the Russian settlements, and to prepare the way for future operations.

In September, 1810, the ship *Tonquin* left New York, laden with the supplies for the establishment of the post at the mouth of the Columbia, and arrived there in the March of 1811. A site was selected on that river about eight miles from the ocean, and named *Astoria*. The goods of the *Tonquin* were landed, and she sailed to the North Pacific in search of furs. During the following summer, the necessary buildings were erected; a garden was commenced; a small vessel was built; and trade was begun with the natives.

In July following, a detachment from the North-west Company arrived at Astoria, under the direction of Mr. Thompson, who left Montreal during the preceding year for the purpose of taking possession of the mouth of the Columbia. On their way to that point they erected huts and raised flags, under the conviction that it was the territory of their sovereign; but found the most important point occupied by the settlement of Astoria. The expedition was, however, treated with hospitality by McDougall, Mackay, and Stuart, the agents of the Pacific Fur Company.

The American land party under Mr. Hunt ascended the Missouri, crossed the Rocky mountains and arrived at Astoria in the spring of 1812. They suffered extraordinary hardships on their route; and had scarcely reached Astoria when news arrived of the destruction of the *Tonquin* and her whole crew, with the exception of the Indian interpreter. It appears that near Nootka Sound the crew was overpowered by the natives, with the exception of the clerk, and a few others, who took refuge in the hold, and by whom the ship was blown up. This catastrophe arrested the trade of the settlement, which was temporally revived in May, 1812, by the arrival of the *Beaver*, with supplies from New York.

In January, 1813, information of the war between the United States and Great Britain reached Astoria, and in the June following, Mr. McTavish, a

partner in the North-west Company, arrived, and communicated to McDougall and Ross Cox, the managers, that a British naval force was approaching to take possession of the mouth of the Columbia. McDougall, and Ross Cox, immediately quitted the service of the American company; entered into that of the rival association; and the traders unanimously agreed, that if succour did not soon arrive, they would relinquish the post. About the same time, a body of men in the service of the North-west Company, brought information that a large armed ship, called the *Isaac Todd*, had been fitted out at London by the North-west Company, and was approaching the Columbia under the convoy of a frigate, with directions to destroy every thing that was American. McTavish and Stewart, who led the North-west detachment, purchased the whole of the stock of the Pacific company within the territory of Columbia, and engaged in their service all the traders employed by the Americans. A transfer of all the property was accordingly made to the North-west Company for 40,000 dollars, paid in bills on Montreal. While the transfer was in progress, a British ship of war hove in sight, anticipating a valuable booty from the capture of Astoria, which was still surmounted by the American flag. The place was surrendered by McDougall, the chief agent; but the property was then safely on its way up the Columbia, in the barges of the North-west Company. The American flag was replaced by that of England, and the name of the post changed to Fort George. On the 28th of February, 1814, Mr. Hunt arrived at the Columbia in the brig *Pedlar*, which had been chartered for the purpose of transporting the property of the American company to Canton; but he found the post in possession of McDougall, acting as a partner of the North-west Company, and having the chief direction of Fort George, as a British post. Mr. Hunt received the bills which were given for the company's effects at Astoria, and its establishments, and sailed to the United States by way of Canton.

By the treaty of Ghent between Great Britain and the United States, it was provided that all posts taken during the war should be restored, and in accordance with this clause, the Americans, in 1814, demanded the restitution of Astoria, as one of those posts. On the 4th of October, 1817, the sloop of war, *Ontario*, under the command of Captain Biddle, sailed from New York for the Pacific, in order to take possession of the post, which was given up to the commissioner, Mr. Prevost, in October, 1818. During the following year, the charter of the Russian Fur Company, which had been granted by the Emperor Paul, was renewed for twenty years by the Emperor Alexander; and on the 4th of September, 1821, an imperial *ukase* or edict was issued, in which pretensions were advanced claiming a great extent of the north-western coast of America, by right of discovery and possession: which claim, however, was not admitted by either England or America.

The rivalry of the North-west and Hudson's Bay companies, which had long involved their factors and traders in skirmishing hostility, assumed, in 1814, the character of actual war. A colony of Scotch Highlanders, established on the banks of the Red river, by Lord Selkirk, in virtue of a grant by the Hudson's Bay Company, was surprised by the North-west Company, who denied the validity of that grant; and whose posts had been supplied from the Red river lands. Numerous acts of violence ensued, and in 1814, the Scotchmen were driven away, their houses demolished, and the colony destroyed. The settlement was re-established during the following year, when hostilities were renewed, and the posts retaken and burned. On the 19th of June, 1816, a battle was fought between the rival traders, Lord Selkirk's Highland settlers were routed, and their governor, Mr. Temple, and several others, were killed. In consequence of these fatalities, and of arrangements made in 1819 and 1820, the two companies were united by the name of "*The Hudson's Bay Company*," under a charter granting to them the privilege of trading in the Indian territory claimed or belonging to Great Britain, for the period of twenty-one years. The duration of this charter was, in 1838, renewed to 1859.

Expeditions to the country west of the Rocky mountains were afterwards made, from the United States by Ashley, Bonneville, Wyeth, Parker, and others. In 1826, Messrs. Smith, Jackson, and Sublette, of St. Louis, formed a company, called the Rocky Mountain Fur Company, and purchased the establishment and interests belonging to General Ashley, of Missouri, who had previously made an expedition beyond the mountains, aided by sixty men, with a cannon drawn by mules. In 1832, Captain Bonneville, of the American army, led a band of more than a hundred men, with mules and pack-horses, transporting goods from Missouri, and collecting furs, chiefly in the country drained by the Lewis river and its branches. About the same time, Mr. Nathaniel Wyeth projected an enterprise for the prosecution of the fur trade between the ports of the United States and the Columbia; and, although he was obliged to relinquish his expedition on account of the indirect opposition of the Hudson's Bay Company, his explorations were of great service, by furnishing information respecting the country. The recent journal of Parker, contains much information respecting the Oregon region.

HUDSON'S BAY COMPANY.—The affairs of this company are managed by a governor, a deputy-governor, and a committee of directors, established in London, and by whom its operations are planned, and to whom the reports of its affairs are transmitted. The trade of the company in America, is directed by a resident governor, agents, factors, and clerks, some of whom have a share of the profits of the trade; and also by a more active class of agents, the hunters, voyagers, and trappers, consisting of Scotch Highlanders, French Canadians, half-breeds,

and Indians, who are paid a small salary, with promises of future advancement according as they shall render themselves of value to the trade. The furs which are collected are procured mainly from the Indians, in exchange for manufactured goods, which are imported into the country; the servants of the company are also engaged, at particular seasons, in hunting and trapping. The territory ranged by this company is divided into districts, each of which is under the charge of an agent, who receives the goods imported from England, and distributes them to the traders, receiving in return the furs which are collected by them. These furs are sent to three chief depôts—Montreal, in Canada; York factory, on Hudson's Bay; and Fort Vancouver, upon the Columbia river. Each of these chief posts is the centre of a number of inferior posts. The goods from Montreal generally pass through Fort William, on the north-west shore of Lake Superior. Several vessels, and also a steamboat, are employed by the company upon the north-west coast. Goods for the trade are imported to Fort Vancouver direct from London, and the furs collected at that post are annually shipped to the British metropolis. The rivers and inlets of the regions under the company's charter west of the Rocky mountains swarm with salmon, and other varieties of fish. The Hudson's Bay Company has a trading post at the Sandwich Islands, and has also rented some of the posts belong to the Russian company.

The value of furs collected in 1828, according to returns made, was about 200,000*l*. The shares of the corporation had increased from forty per cent below par, to 140 per cent above par. The annual value of the peltries exported from America by the Hudson's Bay Company between 1827 and 1833, exceeded 200,000*l*. Mr. Wyeth estimated the value of furs collected in the territories west of the Rocky mountains, by the company, at 138,000 dollars, for which were only paid about 20,000 dollars' worth of goods at the prime cost, the services of 350 men, and two years' interest on the investment.

EXPORTS in 1831.

NAMES.	Skins.	Each.	Total Value.	
	number.	£ s. d.	£	s. d.
Beaver	126,944	1 5 0	158,680	0 0
Muskrat	375,731	0 0 6	9,393	5 6
Lynx	68,010	0 8 0	23,204	0 0
Wolf	5,947	0 8 0	2,378	16 0
Bear	3,850	1 0 0	3,850	0 0
Fox	8,765	0 10 0	4,382	10 0
Mink	9,298	0 2 0	929	16 0
Raccoon	325	0 1 6	24	7 6
Tails	2,290	0 1 0	114	10 0
Wolverine	1,741	0 3 0	261	12 0
Deer	645	0 3 0	96	15 0
Weasel	34	0 0 6	6	17 0
Total Value			203,316	9 0

The North American Fur Company have but few posts on the west side of

the Rocky mountains. Its agents procure nearly all their furs themselves, by trapping; and trade but little with the Indians. Three or four hundred hunters and trappers remain in that country, who repair during each summer to the places of rendezvous, carrying their furs on their backs, or on pack-horses, where they meet the caravans from the United States. The principal places of rendezvous for the American traders are on Green river, a branch of the Colorado, at the foot of the Rocky mountains, and at Pierre's Hole. A portion of the American fur traders are also stationed round the great lakes, at the posts formerly occupied by the old French and English companies; and a large quantity of fish is taken by them annually in the waters of Lake Superior, which are shipped, together with the furs collected, to New York. The quantity of furs collected annually by the American Fur Company, we are not able to state; but it must be great, from the quantity exported, exclusive of the home consumption.

The success of the Rocky Mountain Fur Company, which had advanced into the west, soon excited the emulation of the American Fur Company; Mr. Astor, its founder, having retired in consequence of his age, the concerns of the company were left under the direction of Mr. Ramsay Crooks. A competition soon sprang up between the two companies, for the trade with the mountain tribes, upon the head waters of the Columbia, and other tributaries of the Pacific.

The character of the men engaged as hunters and trappers in the fur trade throughout the extreme north-west, is peculiar. The trade is not carried on now, as in former times, by batteaux and canoes, under the old French and English system. The fur animals have disappeared before the advance of settlers along the shores of the lakes and rivers; and the great bulk of the fur trade has been transferred to the mountain regions. The traders transport their goods, or furs, upon pack-horses, or carry them on their own backs. They move from place to place on horseback, sometimes conveying their traps upon their shoulders through deep ravines, or up steep precipices. The life of the trapper is therefore a course of toil, deprivation, and excitement.

Fort Vancouver, belonging to the Hudson's Bay Company, is situated on the Columbia, about 100 miles from its mouth. It is comprised in a group of buildings enclosed by pickets, which includes a space of about 450 feet. Here there are thirty-four houses, and also workshops for mechanics, and a fort. Near the fort are cabins for labourers, and the connecting buildings, a saw-mill, magazine hospital, and a large boat-house near the shore. At this point is also a farm containing 3000 acres of land, cultivated by Canadians and half-breed Iroquois. Four ships ply from the coast, bringing supplies, and returning with furs to London. A steamboat called the *Beaver*, of 150 tons, and with two engines of

thirty horse power, built in London, is employed in navigating the straits from Juan de Fuca to Stickern.

The fur trade has long extended adventure, employment, and excitement to vast numbers; but it appears fated to decline, with the destruction of wild animals, east as well as west of the Rocky mountains. The indiscriminate destruction of those animals, has been obviated in some measure by the Hudson's Bay Company, who have preserved particular tracts. The Russians and the Hudson's Bay Company exclude American vessels from the north-west Pacific coast. The American fur trade, which now ranges west of Lake Superior and the Missouri, towards the Rocky mountains, has changed its principal depôt from Detroit to St. Louis. A writer in the *New York Merchants' Magazine* observes:—

“An interesting feature of the commerce of St. Louis, is the circumstance that the trade of the American Fur Company, and that of other independent traders, including the fur trade of nearly all the northern and north-western Indians within the jurisdiction of the United States, concentrates at that point. The value, to that city, of the trade in cloths, blankets, and other fabrics used in the traffic, exclusive of annuities, the pay of hands, and the outfits for expeditions, boats, &c., has been estimated, by individuals familiar with the trade, as exceeding 225,000 dollars. It has been computed that the exportation of furs, buffalo-robbs, and peltries, the proceeds of that trade, which go to the Atlantic cities, independently of the home consumption, and the amount sent to the Ohio and other parts of the west, during the year 1841, was between 350,000 dollars and 400,000 dollars; and that the entire fur trade for that year could not fall short of 500,000 dollars. This trade includes the furs and skins that were collected by the various Indian tribes from the Mississippi to the Pacific, and from the Columbia to the California. The American Fur Company, it is well known, was originally incorporated with a capital of 1,000,000 dollars; and into this, as well as the Messrs. Brent's company upon the Arkansas, have been merged several smaller companies. They employ a number of steam and other boats, and several thousands of men. These boats, at least once a year, ascend the Missouri to the mouth of the Yellowstone, freighted exclusively with supplies for trade in furs with the several Indian tribes between the state line and that river, and also with the tribes extending thence to the Rocky mountains and the Pacific. The furs and peltries thus collected through that extensive tract of territory, as well as those purchased by the Mexicans, traverse a considerable portion of the Mississippi and the interior rivers; but the trade has, as is well known, become diverted to other channels, and has suffered substantial drawbacks in consequence of a want of certainty in the plans upon which it has been prosecuted.”

The trade in the skins of wild animals being carried on in every market in Europe, Asia, Africa, and America, and as those animals, whose furs are considered the most valuable, as objects more of luxury than of necessity, are in all countries decreasing in numbers,—the fashion, or taste, for furs must either diminish in proportion, or the price must advance in the same ratio, as the furs most sought for become rarer.

The following tables are compressed from official returns:—

SKINS of the Hudson's Bay Company exposed for Sale in London.

WHERE FROM.	Beaver.	Marten.	Uter.	Fox, Silver and Cross.	Other foxes.	Musquash.	Bear.	Ermine.	Fisher.	Lynx.	Mink.	Wolf.	Wolverine.	Badger.	Swan.	Raccoon.
DECEMBER, 1831.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
York Fort.....	30,658	21,739	8,778	803	6,977	369,266	4840	386	3386	7,839	10,001	7880	1442	910	7898	493
Moose Fort.....	35,734	36,710	9,659	261	1,594	255,369	1537	105	1294	5,892	9,875	4	28	9	20	4
Canada.....	6,896	1,021	366	2	..	39,437	68	..	16	31	224	..	1	..	..	16
Columbia, about.....	25,000	5,000	3,500	..	300	30,000	1000	..	600	500	5,000	600	100	150	..	200
	98,288	64,490	22,303	1066	8,871	649,092	7451	491	5290	14,255	25,100	8484	1571	1069	7916	713
1835																
York Fort.....	32,890	24,871	5,948	569	6,319	888,547	2634	..	1247	4,034	7,343	2802	1093	495	4692	92
Moose Fort.....	17,709	24,780	5,581	235	2,147	161,079	533	..	705	2,407	7,226	20	45	3	11	3
Canada.....	7,369	4,854	1,458	19	18	31,620	190	..	77	79	740	..	25	..	..	27
Columbia, about.....	21,000	6,500	2,500	87	220	30,000	750	..	450	450	2,500	900	100	200	..	400
	78,908	61,005	15,487	910	8,704	1,111,646	4127	..	2479	6,990	17,809	3722	1263	698	4703	522
1836																
York Fort*.....																
Moose Fort.....	17,951	30,131	4,727	161	1,321	117,649	498	..	723	3,320	9,064	2	15	1	12	1
Canada.....	7,112	8,118	1,205	137	153	23,317	217	..	104	33	664	5	28	..	..	38
Columbia, about.....	21,000	8,500	2,500	150	250	20,000	1000	..	500	400	2,500	300	100	200	..	60
	46,063	52,740	8,132	471	1,024	160,996	1715	..	1327	3,702	12,228	307	143	201	12	99
1837																
York Fort.....	38,786	85,038	8,741	1746	21,790	695,021	5656	..	4558	24,639	15,614	6520	2039	547	6591	182
Moose Fort.....	17,191	46,856	4,390	155	632	97,925	779	..	821	5,606	8,713	7	0	7	0	1
Canada.....	6,950	11,654	1,300	36	139	27,000	328	..	236	82	1,423	4	21	..	..	102
Columbia, about.....	20,000	9,000	1,500	210	300	18,000	800	..	500	1,500	2,000	500	100	200	..	300
	82,927	156,108	15,941	2147	22,861	838,549	7563	..	6115	31,887	27,750	7031	2160	754	6600	595

The company also imported beaver-coat to the amount, in the last year, of 301 lbs.; castoreum, 2788 lbs.; isinglass, 2681 lbs.; sealhorse teeth, 461 lbs.; bed-feathers, 16,641 lbs.; goose and swan quills, 1,259,000; oil, 26 tons.

* Ships not arrived this year.

STATEMENT of the Quantities of the different Kinds of Furs Imported into, Exported from, and retained for Home Consumption in the United Kingdom, &c.

COUNTRIES.	B E A R.												
	Quantities Imported into the United Kingdom.												
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
British North American Colonies.....	3,904	4,806	2,095	8,291	4,829	1833	8,562	4528	4313	5,287	5,380	6,358	6,224
United States of America..	13,480	10,080	10,310	5,373	10,184	5756	3,373	3495	4809	4,693	6,579	5,126	5,377
Other countries	..	611	3	22	28	36	350	159	243	160	19	43	39
Total.....	17,474	21,557	12,108	14,686	15,041	7325	12,285	8182	9365	10,140	11,987	11,527	11,640

COUNTRIES.	Quantities Re-exported from the United Kingdom.												
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Russia.....	300	608	567	189	331	..	..	214	100	105	302	146	97
Norway.....													
Germany.....	5476	12,109	15,152	9,831	8,838	8,851	4007	4577	4446	6821	8961	10,873	8316
Holland.....	421	345	90	32	207	235	..	..	291	133	124	278	..
Belgium.....			110	..	..	..	..	..	107	369	..	62	264
France.....	478	1,406	1,308	1,734	1,663	2,442	1348	720	1091	771	147	743	920
United States of America..	..	3,336	..	..	..	..	..	..	..	..	..	..	48
Other countries	204	..	219	..	375	..	24	..	27	..	..	13	..
Total.....	6009	17,864	17,465	10,986	11,414	11,328	5079	5481	6092	8289	9334	12,115	9645
Entered for Home Consumption...	1614	3,102	2,833	543	1,348	2,322	2368	6034	3309	1710	1579	592	1235

B E A V E R.

COUNTRIES.

Quantities Imported into the United Kingdom.

	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
British North American Colonies	93,199	80,125	34,275	104,429	85,933	50,775	93,061	66,820	57,827	55,430	52,240	44,810	40,480
United States of America ..	7,459	11,645	8,327	12,025	2,316	6,134	19,298	14,112	10,870	12,180	15,250	12,881	8,913
Other countries	286	200	47	162	151	166	120	177	47	12	200	19	295
Total	100,944	91,970	42,649	117,206	88,400	57,375	112,479	81,409	68,744	67,622	67,780	57,710	49,688
Entered for home consumption ..	65,690	100,581	92,008	59,673	97,542	87,473	74,514	101,721	75,108	68,567	71,469	61,233	52,048

F I T C H.

COUNTRIES.

Quantities Imported into the United Kingdom.

	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Germany	188,607	180,775	144,162	187,357	37,827	100,525	51,497	77,683	83,617	80,550	85,080	50,993	163,274
Holland	24,418	20,485	13,228	15,586	8,836	12,774	6,480	3,800	14,517	13,332	2,686	4,930	3,660
Belgium .....	..	..	6,033	3,149	42	2,964	833	488	2,995	..	8,922	..	4,888
France	30,620	28,078	17,989	15,632	818	5,018	1,200	..	292	80	5,100	..	2,480
Other countries	..	..	64	2,192	62	..	43	4	..	..	..	2	..
Total	243,705	239,241	181,460	224,216	47,575	121,280	60,053	81,975	101,451	93,962	101,788	64,925	174,308
Entered for home consumption ..	238,127	244,340	182,771	204,115	50,390	122,741	68,045	63,733	111,726	67,869	106,849	75,042	173,445

M A R T E N.

COUNTRIES.

Quantities Imported into the United Kingdom.

	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Germany	21,139	26,172	67,137	34,028	28,280	70,404	69,551	80,822	105,085	57,530	76,816	62,627	76,182
Holland	817	463	895	5,665	2,741	6,323	4,803	1,726	7,054	1,338	1,842	..	379
Belgium .....	..	..	1,220	854	6	1,467	1,646	..	1,352	..	1,437	..	815
France	27,676	20,632	26,448	12,862	10,488	27,603	20,757	4,436	13,826	20,024	21,681	3,773	21,544
British North American Colonies	112,038	53,306	26,164	95,082	71,068	64,575	179,466	104,221	74,046	61,919	67,375	69,972	84,804
United States of America ..	50,083	37,919	40,777	32,604	47,223	25,934	33,781	20,455	26,721	20,107	40,998	16,808	25,144
Other countries	235	1,975	630	731	118	69	565	91	83	29	7,109	826	13
Total	211,988	140,467	163,277	182,426	159,354	196,475	290,659	211,751	228,167	160,947	217,359	154,006	208,681

Quantities Re-exported from the United Kingdom.

COUNTRIES.

	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Germany	5,179	11,369	1,741	184	6,106	5,393	3,088	17,164	10,793	26,745	5,733	1,419	1,908
Holland .....	..	..	..	115	351	..	..	494	..	222	..	..	218
Belgium	222	4,764	1,034	56	188	..	790	2,433	1,910	901	208	910	1,295
France	1,390	7,344	11,076	2,611	11,222	11,890	5,494	19,553	7,576	5,942	7,978	8,763	12,377
Other countries	478	2,710	1,024	18	1,094	200	793	886	1,420	4	420	3,240	..
Total	7,269	26,187	14,875	2,984	17,961	17,653	10,084	40,430	27,699	32,814	14,334	13,632	15,728
Entered for home consumption ..	145,859	178,425	178,708	130,205	134,370	197,804	183,152	224,609	217,231	164,398	196,677	168,731	182,515

COUNTRIES.	M I N K.													
	Quantities Imported into the United Kingdom.													
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Germany.....	688	..	1,814	765	7,237	2	..	4,020	2,744	3,436	1,833	2,463	12,246	
British North American Colonies	30,742	16,300	11,434	35,707	25,297	20,215	42,765	28,034	26,950	29,658	22,233	23,815	32,137	
United States of America	70,120	60,844	95,749	96,158	82,050	93,328	72,627	64,964	82,211	88,570	109,267	73,197	94,733	
Other countries	2,011	3,798	684	..	17	4	10	7	915	..	..	1	..
Total.....	103,561	80,942	109,681	132,020	115,301	113,540	115,402	97,025	112,826	121,073	133,323	99,876	139,166	
Entered for consumption....	56,066	66,460	44,306	49,248	60,836	62,467	44,077	54,095	39,961	33,242	64,901	87,824	88,984	

COUNTRIES.	MUSQUASH.													
	Quantities Imported into the United Kingdom.													
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843	
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
Germany.....	7,928	..	7,130	12,420	..	..	100	24,080	6,554	..	160	1,332	..
British North American Colonies	737,746	404,599	98,191	720,595	1,147,725	187,882	866,747	209,807	504,904	215,538	147,835	558,227	577,205	
United States of America.....	27,000	100,500	13,380	128,252	23,232	192,125	328,148	278,270	211,150	138,308	191,044	300,976	288,036	
Other countries	919	109	184	2,283	702	194	270	1,139	397	3,178	..	124	6	
Total.....	772,693	507,298	118,894	872,555	1,171,659	380,201	1,195,265	804,016	813,101	357,114	339,939	860,659	865,337	
Re-exported	602,002	114,421	110,859	87,979	221,490	204,719	270,742	140,416	111,706	64,977	54,840	82,700	198,125	
Entered for consumption	274,214	323,348	512,420	246,089	570,114	784,379	162,083	690,060	598,170	406,322	511,116	601,934	1,045,713	

COUNTRIES.	N U T R I A.												
	Quantities Imported into the United Kingdom.												
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
United States of America.....	52,130	59,383	..	15,270	..	10,530	3,840	14,464	214,324	45,607	5,457	..	16,242
Brazil.....	9,004	..	..	..	284	266	466	23	..	..	..	..	1,806
States of the Rio de la Plata.....	429,966	163,071	23,859	46,297	557,300	1,958,491	618,175	1,195,982	..	196,811	1,119,563	820,374	818,432
Other countries.....	2,273	39	30	36	16	68	905	455	558	355	190	2,041	245
Total.....	494,067	222,493	23,889	61,603	557,600	1,970,375	523,146	1,210,924	214,982	242,773	1,125,212	822,415	836,725
Entered for consumption.....	426,012	275,727	23,889	51,216	451,867	1,328,017	820,414	1,405,972	220,719	259,644	901,707	600,425	560,646

COUNTRIES.	O T T E R.												
	Quantities Imported into the United Kingdom.												
	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
E. India Com- pany's Terri- tories & Cey- lon.....	2	2	98	8	1	200	3,613	3,341	4,487	6,212	3,743	2	
British North America.....	21,636	16,749	6,732	25,977	17,989	10,478	21,051	14,458	13,395	12,351	8,644	6,743	8,633
United States of America.....	1,401	1,409	1,264	963	143	3,107	2,884	668	371	10,012	11,541	8,290	807
Other countries.....	59	338	282	392	241	2,015	821	4,734	3,348	609	187	725	8,295
Total.....	23,098	17,557	8,376	27,232	18,374	15,890	28,361	23,201	21,601	31,184	24,115	15,756	17,825

	Quantities Re-exported from the United Kingdom.												
COUNTRIES.	1831	1832	1833	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Russia	2,305	3,161	1,032										
Germany	3,091	11,602	13,446	7,389	13,807	8,502	12,551	14,653	9,655	25,467	27,082	14,876	11,421
China .....	..	..	..	963	520	7,072	8,541	4,914	1,071	..	..	4,344	281
U. S. of America	282	6,243	1,266	1,002	9,912	2,015	889	10,426	7,472	2,214	447	..	9,091
Other countries	..	..	112	37	205	277	..	3	149	029	160	1	4
Total	6,668	21,006	15,856	9,391	24,444	18,766	16,381	20,996	18,947	28,310	27,639	19,221	20,797
Entered for consumption	3,484	1,741	621	911	594	952	384	1,070	533	023	473	354	145

AN Official Account of the Furs disposed of by the Russian Fur Company at Kiachta in 1839, 1840, and 1841.

N A M E.	1839	1840	1841
	number.	number.	number.
Sea otter.....	511	700	468
Ditto tails.....	1053	1083	891
Beaver, 1st class	7361	5294	} 6,779
Ditto, 2nd class.....	2272	2053	
Ditto 3rd class.....	2984	1646	
Sea bear	9059	9000	10,000
Common fox	3869	3461	3,817
White ditto.....	44	52	153
Yellow ditto.....	752	606	609
Lynx	443	149	7554
Glutton (<i>mustela gulo</i>)	97	....	187
Wolf.....	21	....	52
Muskat	1643	....	906
Otter.....	16824	1708	7,652

CHAPTER XXI.

AMERICAN TRADE OVER THE PRAIRIES, AND WITH SANTA FE.

THE account given by Mr. Gregg, recently published, of this adventurous branch of commerce is remarkably interesting. He observes,

“A tour on the prairies is certainly a dangerous experiment for him who would live a quiet contented life among his friends and relations at home; not so dangerous to life or health, as prejudicial to his domestic habits. Those who live pent up in our large cities, know but little of the broad, unembarrassed freedom of the great western prairies. Viewing them from a snug fireside, they seem crowded with dangers, labours, and sufferings; but once upon them, and these appear to vanish and are soon forgotten.”

His pages are enthusiastic on prairie life, and abound with predilections for the mustang and the buffalo, the little prairie dogs, wild colts, and still wilder, Indians. He has repeated his journeys to New Mexico eight times; and observes,

“The overland trade between the United States and the northern provinces of Mexico, seems to have had no very definite origin; having been rather the result of accident than of any organised plan of commercial establishment. For a number of years its importance attracted no attention whatever. From Captain Pike's narrative, we learn, that one James Paraley, after much wandering over the wild and then unexplored regions west of the Mississippi, finally fell in with some Indians on the Platte river, near its source in the Rocky

mountains; and obtaining information from them respecting the settlements of New Mexico, he set out in company with a party of these savages, and descended, in 1805, to Santa Fé, where he remained for several years—perhaps till his death. It does not appear, however, that he took with him any considerable amount of merchandise.

“Although Captain Pike speaks of Pursley as the first American that ever crossed the desert plains into the Spanish provinces, it is nevertheless related by the same writer, that, in consequence of information obtained by the trappers, through the Indians, relative to this isolated province, a merchant of Kaskaskia, named Morrison, had already despatched, as early as 1804, a French Creole, by the name of La Laude, up Platte river, with directions to push his way into Santa Fé, if the passage was at all practicable. This emissary was perfectly successful in his enterprise; but the kind and generous treatment of the natives overcame at once his patriotism and his probity. He neither returned to his employer, nor accounted for the proceeds of his adventure. His expansive intellect readily conceived the advantages of setting up in business for himself upon this ‘borrowed’ capital; which he accordingly did, and remained there, not only unmolested, but honoured and esteemed till his death, which occurred some fifteen or twenty years afterward—leaving a large family, and sufficient property to entitle him to the fame of *rico* among his neighbours.”

Mr. Gregg should have added, and of *rogue*, amongst honest men.

The Santa Fé trade appears to have attracted very little notice until the return of Captain Pike. In 1812, an expedition was fitted out under the auspices of Mac Knight, Beard, Chambers, and several others, who followed the directions of Captain Pike across the western wilds to Santa Fé. They considered that the declaration of independence by Hidalgo, in 1810, had completely removed the injurious restrictions upon all foreign intercourse, except by special permission from the Spanish government. Hidalgo had some time before been arrested and executed, the royalists had regained the ascendancy, and all foreigners, particularly Americans, were now viewed with suspicion. Mac Knight and his associates were, immediately on their arrival, seized as spies, their goods confiscated, and the leaders were shut up in the *calabozos* of Chihuahua, where most of them were imprisoned for nine years, when Iturbide set them at liberty. Two of the party are said to have, in 1821, returned to the United States over the mountains and prairies, and, by a canoe down the Canadian branch of the Arkansas. The reports which they promulgated induced a merchant of Ohio, named Glenn, who, at the time, had an Indian trading-house near the mouth of the Verdigris river, to embark in the Santa Fé trade. He proceeded up the Arkansas towards the mountains, and encountered great labour and privation, but reached Santa Fé in safety, with his caravan, at the end of 1821.*

During the same year, Captain Becknell, of Missouri, with four companions, went out to Santa Fé by the western prairie route. They started from the vicinity of Franklin, for the purpose of trading with the Comanche Indians; but having met accidentally a party of Mexican rangers, near the mountains, the former were prevailed upon to accompany the latter to Santa Fé, where they realised for their small stock of goods, a large profit. Up to this date New Mexico had received all her supplies from the internal provinces by the way of Vera Cruz;

but at such exorbitant rates, that common calicoes, and even bleached and brown domestic goods, sold as high as two to three dollars per *vara* (or Spanish yard of thirty-three inches).

The favourable reports brought by Becknell, stimulated others; and early in May following, Colonel Cooper, from the same neighbourhood, accompanied by several others, set out with 4000 to 5000 dollars' worth of goods, which they transported upon pack-horses. They proceeded to Taos, where they arrived safely with their goods.

It is from this period (1822) that the established commencement of the Santa Fé trade may be dated. In 1824, a company of traders, about eighty in number, among whom were several men of intelligence from Missouri, employed pack-mules, and twenty-five wheeled vehicles, of which two were stout road-waggon, two carts, and the rest Dearborn carriages; the whole conveying from 25,000 to 30,000 dollars' worth of merchandise. The caravan reached Santa Fé with much less difficulty than was anticipated from a first experiment with wheeled vehicles.

The early traders seldom experienced any molestation from the Indians, and generally crossed the plains in detached bands, each individual rarely carrying more than 200 or 300 dollars' worth of stock. This peaceful trade did not last long; and the traders are said not to have been innocent of having instigated the hostilities of the natives.

Since the commencement of the Santa Fé trade, returning parties have performed the homeward journey across the plains with the proceeds of their enterprise, partly in specie, and partly in furs, buffalo rugs, and animals.

The established post, or *entrepôt*, for depositing the goods brought on the voyage upwards by the Missouri, for the Santa Fé trade, is the town of Independence, situate about twelve miles from the Indian border, and two or three south of the Missouri river. The caravans generally start in the month of May. The ordinary supplies for each person are usually as follows: about fifty pounds of flour, as many of bacon, ten of coffee, and twenty of sugar, with a little salt, biscuits, beans, &c.; the plentiful herds of buffalo to be met with throughout the journey, affording an ample supply of fresh meat. The waggon are drawn by eight mules, or oxen, the former being now generally preferred, on many accounts, to horses, except when occasionally used for hunting in the chase. Oxen have been found to retain their strength far longer than the mules in these expeditions, especially when they had to pass through muddy or sandy places, yet they fail when the grass becomes drier and shorter, and, on this account, mules have been more generally employed.

"It is usual for the traders at first to move off in detached parties, till they reach Council Grove, about ten days' journey, the rendezvous where they become organised into a general body or *caravan*, for their mutual defence and security during the remainder of their journey. Travellers suffer more loss and annoyance from the straying of cattle during the

first 100 miles, from the neglect in properly looking after them, than at any subsequent period; the frequent surprisals of the Indians rendering greater vigilance, in this respect, afterwards indispensably necessary. After leaving Council Grove, not a single human habitation—not even an Indian wigwam, it seems, greets the vision of the prairie adventurer.”

The name given to this spot is stated by Mr. Gregg to have resulted from the stipulated payment of some 800 dollars, in merchandise, having been paid to some bands of the Osages, in 1825, by the United States commissioners, Reeves, Sibley, and Mathas, for insuring the suspension of hostile invasion of these wild “sons of the soil” upon the traders in Santa Fé.

“Having entered the name of every member of the company, with the number of waggons, &c., and elected a captain for the command, with a lieutenant to its several divisions—a precaution essentially requisite, as these expeditions frequently number 100 waggons, and a corresponding complement of men with their rifles, including some small mounted cannons, they proceed upon their travels.”

Mr. Gregg prepared the following table of the value of merchandise invested in the Santa Fé trade, from 1822 to 1843 inclusive; and the portion of the same transferred to the southern markets (chiefly Chihuahua) during the same period; together with the approximate number of waggons, men, and proprietors engaged each year. The table is not given as perfectly accurate, yet he believed it to be about as nearly so as any that could be made out at the present day. The column marked “Proprietors” presents the whole number engaged each year. He observes that,—

“At first, almost every individual of each caravan was a proprietor, while of late the capital has been held by comparatively few hands. In 1843, the greater portion of the traders were New Mexicans, several of whom, during the three years previous, had embarked in this trade, of which they bid fair to secure a monopoly. The amount of merchandise transported to Santa Fé each year, is set down at its probable cost in the eastern cities of the United States. Besides freights and insurance to Independence, there has been an annual investment, averaging nearly twenty-five per cent upon the cost of the stocks, in waggons, teams, provisions, hire of hands, &c., for transportation across the prairies. A large portion of this remaining unconsumed, however, the ultimate loss on the profit has not been more than half of the above amount. Instead of purchasing outfit, some traders prefer employing freighters, a number of whom are usually to be found on the frontier of the Missouri, ready to transport goods to Santa Fé, at ten to twelve cents per pound. From thence to Chihuahua the price of freights is six to eight cents, upon mules, or in waggons. The average gross returns of the traders has rarely exceeded fifty per cent upon the cost of their merchandize, leaving a net profit of between twenty and forty per cent; though their profits have not unfrequently been under ten per cent; in fact, as has before been mentioned, their adventures have sometimes been losing speculations.

YEARS.	Amount of Merchandise.	Waggons.	Men.	Proprietors.	Taken to Chihuahua.	REMARKS.
	dollars.	number.	number.	number.	dollars.	
1822.....	15,000	....	70	60		Pack animals only used.
1823.....	15,000	....	60	30		Ditto, ditto.
1824.....	35,000	25	100	80	3,000	Ditto, and waggons.
1825.....	65,000	37	130	90	5,000	Ditto, ditto.
1826.....	90,000	60	100	70	7,000	Waggons only, henceforth.
1827.....	85,000	65	90	50	8,000	
1828.....	150,000	100	200	80	20,000	3 men killed—(the first).
1829.....	60,000	30	50	20	5,000	1st U. S. Escort, 1 trader killed.
1830.....	120,000	70	140	60	20,000	First oxen used by traders.
1831.....	250,000	130	320	80	80,000	Two men killed.
1832.....	140,000	70	150	40	50,000	Party defended on Canadian, 2
1833.....	180,000	105	185	60	80,000	men killed, 3 perished.
1834.....	150,000	80	160	50	70,000	2nd U. S. Escort.
1835.....	140,000	75	140	40	70,000	
1836.....	130,000	70	135	35	60,000	
1837.....	150,000	80	160	35	80,000	
1838.....	90,000	50	100	20	40,000	
1839.....	250,000	130	250	40	100,000	Arkansas expedition.
1840.....	80,000	30	60	5	10,000	Chihuahua ditto.
1841.....	150,000	60	100	12	80,000	Texas Santa Fé expedition.
1842.....	100,000	70	120	15	90,000	
1843.....	450,000	230	350	30	300,000	3rd U. S. Escort, ports closed.

"From 1831 to the present date, prices have scarcely averaged, for medium calicoes, thirty-seven cents, and for plain domestic cottons, thirty-one cents per yard. Taking assortments round, 100 per cent upon United States costs were generally considered excellent sales: many stocks have been sold at a still lower rate. The average prices of Chihuahua are equally low, yet a brisker demand has rendered this the most agreeable and profitable branch of the trade.

"The first attempt to introduce American goods into the more southern markets of Mexico from Santa Fé, was made in the year 1824. The amounts were very small, however, till towards the year 1831. For a few of the first years, the traders were in the habit of conveying small lots to Sonora and California; but this branch of the trade has, I believe, latterly ceased altogether. Yet the amounts transferred to Chihuahua have generally increased; so that for the last few years, that trade has consumed very nearly half of the entire imports by the Missouri caravans.

"The entire consumption of foreign goods in the department of Chihuahua, has been estimated, by intelligent Mexican merchants, at from two to three millions annually; the first cost of which might be set down at nearly one half. Of this amount the Santa Fé trade, as will be seen from the accompanying table, has not furnished a tenth part; the balance being introduced through other ports, viz.: Matamoros, whence Chihuahua has received nearly half its supplies—Vera Cruz, via the city of Mexico, whence considerable amounts have been brought to this department—Tampico, on the Gulf of Mexico, and Mazatlan, on the Pacific, via Durango, whence the imports have been of some importance—while nearly all the west of the department, and especially the heavy consumption of the mining town of Jesus-Maria, receives most of its supplies from the port of Guaymas on the Gulf of California; whence, indeed, several stocks of goods have been introduced as far as the city of Chihuahua itself. In 1840, a large amount of merchandise was transported directly from the Red river frontier of Arkansas to Chihuahua; but no other expedition has ever been made in that direction.

"By far the greatest portion of the importations through the seaports, has been made by British merchants. It is chiefly the preference given to American manufactures, which has enabled the merchandise of the Santa Fé adventurers to compete in the southern markets, with goods introduced through the seaports, which have had the benefit of the drawback. In this last respect our traders have laboured under a very unjust burden.

"In point of revenue, Santa Fé has been of but little importance to the government of Mexico. Though the amount of duties collected annually at this port has usually been 50,000 to 80,000 dollars, yet nearly one-half has been embezzled by the officers of the customs, leaving an average net revenue of perhaps less than 40,000 dollars per annum. It is not an unimportant fact to be known, that, since the year 1831, few or none of the journeys, and dangers which once environed the Santa Fé adventurer have been

encountered. No traders have been killed by the savages on the regular route, and but few animals stolen from the caravans. On the whole, the rates of insurance upon adventures in this trade should hardly be as high as upon marine adventures between New York and Liverpool."

The valley of the Río del Norte, extending about 100 miles north, and 150 miles south of Santa Fé, seems remarkable for its beauty, richness of produce, and diversity of soil.

"Whatever is thrown into its bosom," says Mr. Gregg, "if the early autumn frosts permit it to ripen, grows to a wonderful degree of perfection—crops have often yielded over a hundredfold. This exuberance of soil is not, however, common to New Mexico generally, but rather proper to its valleys. The temperature is uniformly genial and moderate—a sultry day at Santa Fé, is of rare occurrence. The atmosphere is of extraordinary dryness, owing most probably to the great elevation of the plains about the Rocky mountains.

"Cotton is but little cultivated here, although it has been considered indigenous to the country, the early manufactures of the aborigines proving the fact, especially in this province. Tobacco is also a native plant; but, owing to the monopolising influence of the government, its culture is not deemed worthy of much notice by the inhabitants. Flax is likewise entirely neglected, as also the potato, another indigenous plant.

"The New Mexicans are celebrated for the manufacture of coarse blankets, which is an article of considerable traffic between them and the southern provinces, as also with the neighbouring Indians; and, on some occasions, with the United States. The finer articles are curiously woven in handsome figures of various colours. These are of different qualities, the most ordinary being valued at about two dollars apiece, while those of the finest texture, especially their imitations of the *Sarape Navajo*, will sell for twenty dollars, or more. There have been also made in New Mexico a few imitations of the *Sarape Saltillero*, the blanket of Saltillo, a city of the south, celebrated for the manufacture of the most splendid fancy blankets, singularly figured with all the colours of the rainbow. These are often sold for more than fifty dollars each. What renders the weaving of the fancy blankets extremely tedious is, that the variegation of colours is all effected with the shuttle; the texture, in other respects, being perfectly plain, without even a twill. An additional value is set upon the fine *sarape*, on account of its being a fashionable substitute for a cloak. Indeed, the inferior *sarape* is the only over-dress used by the peasantry in the winter.

"Besides blankets, the New Mexicans manufacture a kind of coarse twilled woollen stuff, called *gerga*, which is checkered with black and white, and is used for carpets, and also by the peasantry for clothing; which, in fact, with some other similar domestic stuffs, together with buckskin, constituted almost the only article of wear they were possessed of, till the trade from Missouri furnished them with foreign fabrics at more reasonable prices than they had been in the habit of paying to the traders of the southern provinces. Their domestic textures are nearly all of wool, there being no flax or hemp, and but little cotton spun. The manufacture even of these articles is greatly embarrassed, for want of good spinning and weaving machinery. Much of the spinning is done with the *huso* or *malacate* (the whirling spind), which is kept whirling in a bowl with the fingers, while the thread is drawn. The dexterity with which the females spin with this simple apparatus is truly astonishing.

"I have heard of some still more curious contracts in these measurement sales, particularly in Santa Fé, during the early periods of the American trade. Every thing was sometimes rated by the vara—not only all textures, but even hats, cutlery, trinkets, and so on! In such cases, very singular disputes would frequently arise as to the mode of measuring some particular articles; for instance, whether pieces of ribbon should be measured in bulk, or unrolled, and yard by yard; looking-glasses, cross or lengthwise; pocket-knives, shut or open; writing-paper, in the ream, in the quire, or by the single sheet; and then, whether the longer or shorter way of the paper; and many others."

The editor of the *Independence Journal*, who says he has been at some pains to collect information in regard to the Santa Fé trade,

"Estimates the exports at 400,000 dollars in specie, and buffalo robes, furs, &c., to the amount of 50,000 dollars more. Several of the companies, which came in last spring, have not returned, in consequence of the unfavourable state of the weather. For this reason the exports are much less this year than usual. Four companies went out this year, (1844), taking with them merchandises to the value, at eastern cost, of 200,000 dollars—the insurance, freight to that point, ~~profits~~, &c., cost another 100,000 dollars; making the whole sum invested in this trade 300,000 dollars, which would have been increased to 500,000, but for the bad weather. In the four companies there were 160 meh, and the outfit for them is stated as follows :—

	Dollars
780 mules, worth each 25 dollars	27,300
60 oxen, " 30 "	1800
5000 lbs. bacon, at 3½ cents	182
30 barrels flour, at 5 dollars	120
90 bushels meal, 80 cents	27
Merchandise, outfit for hands	3500
Harness for teams	2500
Blacksmiths' work	500

Making, altogether, the sum 35,959

exclusive of waggons, waggon sheets, and many other articles purchased at that place. The number of waggons was 92, each costing 180 dollars, many of which were made there; and the total number of waggon sheets was 1300, including blankets to put between them.

"The trade with Santa Fé is thus made to amount to 750,000 dollars; but even this sum is said to be considerably short of what it is in ordinary seasons. The *Independence* editor insists that the trade should no longer be neglected by the government. 'Give us a port of entry; give us the right of drawbacks, and our traders will supply the whole of the provinces of Santa Fé, Chihuahua, Sonora, California, and others, instead of being supplied with British goods through Metamoras, Vera Cruz, and other ports. Instead of the trade being worth half a million of dollars, it will reach to four or five millions.' The east is said to be deeply interested in this trade, as furnishing an outlet for their calicoes and domestics—Missouri is interested; and the editor 'hopes that Congress will act upon this matter next winter, and give to our traders all the benefits which those of other nations enjoy.

"The waggon-makers of Independence have orders to build seventy-five waggons for the Santa Fé trade, by next spring—only fifty were made the past spring. Several new mercantile establishments have just been located there, and all are doing well. A turnpike-road from Independence to Wayne city, on the river, will be completed as rapidly as possible. All that is wanted to make Independence one of the most important towns in Missouri, is to make it a port of entry, and for the legislature to establish a branch of the bank at that place, to accommodate the traders, and the commerce of the western part of the state."

Some of the gold mines of New Mexico are said to be very productive and valuable, although latterly, Mr. Gregg seems to think, they have been neglected.

CHAPTER XXII.

COASTING AND FOREIGN NAVIGATION AND TRADE OF THE UNITED STATES.

THE COASTING TRADE of the United States of America, includes not only the carrying trade of the products or manufactures of one state to another, as the cotton of the south to the north, and the manufactures of the north and the products of the fisheries to the south; but it comprises also the carrying of foreign

produce and manufactures from the great depôts of New York, Boston, Philadelphia, Charleston, and New Orleans (see trade of those ports), to minor ports of distribution. The whole coasting trade of the United States we know to be of great value from the tonnage which it employs, but we are ignorant of its actual value, as there are no customs' accounts kept between one state and another. Of the value of the coasting trade of England we are in like manner ignorant, from the absence of official accounts being kept of it.

THE FOREIGN NAVIGATION AND TRADE of the United States extends to every maritime country in the world, and the trading enterprise of the citizens of the great republic may be said to exceed even that of the inhabitants of the British empire.—(See *Trade and Navigation between the United Kingdom and the United States.*)

NAVAL ARCHITECTURE.—The early English colonists found it necessary to begin, soon after their first settling in the New England States and in Virginia, the building of boats and coasting vessels; and the Dutch followed the example on the Hudson.

The construction of shipping, whether sailing ships, steam-vessels, or small craft and boats, constitutes one of the most important employments in the country. The vessels of the United States have long been remarkable for their beauty, and for their admirable sailing qualities, and the epithet of *fir built ships* with bits of *striped bunting*, used in a derisive sense, corresponds not with the character of those splendid ships built of the durable tough oak of Virginia and other states;* and which sail proudly over all the oceans of the world.

The details of the tonnage of the United States will be found hereafter in an account of the navigation and trade of the United States.

In 1772, the number of vessels built in the British colonies was 172, tonnage 26,546; viz.:—built in the New England colonies 149, tonnage 18,149. In New York, 15; New Jersey, 1; Pennsylvania, 8; Maryland, 8; Virginia, 7; North Carolina, 3; South Carolina, 2; Georgia, 5.

After the revolution, and when the constitutional government of the United States was established, the ships of the whole union were placed under one general flag.—(See *Commercial Legislation of the United States.*)

By the Colonial Custom House books, kept at Boston by the Inspector-general of the Imports and Exports of North America, and Register of Shipping, it appears, that the amount of tonnage which entered into the provinces, now the United States, from January 5, 1770, to January 5, 1771, was 331,644; and the amount cleared during the same period, was 351,686.—*Lord Sheffield on American Commerce.*

It is well known, that the tonnage at that time, given in to the register, was

* The red and brown cedar which abound in the United States are remarkably durable woods. The red pine is one of the most valuable woods for the decks and ceiling of ships.

about one-third less than the actual tonnage, in order to evade the duties, light money, and expenses. But this was far more than counterbalanced, by the tonnage of the same vessel, being, in many instances, repeated, in consequence of different voyages in the same year. The actual amount of tonnage, employed at that time in the colonial trade, may, therefore, be estimated at about 300,000

This tonnage was owned, first, by persons residing in the European British dominions; secondly, by British merchants, occasionally residing in the colonies; and, thirdly, by native colonial merchants; and, according to an estimate of British statesmen, in the following proportions, in the several colonies:—

COLONIES.	Proportion belonging to British Merchants.		Proportion belonging to Native Colonial Inhabitants.
	Resident in Europe.	Occasionally resident in the Colonies.	
New England.....	1-8th.	1-8th.	6-8ths.
New York.....	3-8ths.	3-8ths.	3-8ths.
Pennsylvania.....	2-8ths.	3-8ths.	3-8ths.
Maryland and Virginia.....	6-8ths.	1-8th.	1-8th.
North Carolina.....	5-8ths.	2-8ths.	1-8th.
South Carolina and Georgia.....	5-8ths.	2-8ths.	1-8th.

THE Amount Entered and Cleared in the several Colonies, during the Year above mentioned, was as follows:—

COLONIES.	Entered.	Cleared.	COLONIES.	Entered.	Cleared.
	tons.	tons.		tons.	tons.
New Hampshire.....	15,362	20,112	Virginia.....	44,803	45,179
Massachusetts.....	65,271	70,284	North Carolina.....	20,963	21,400
Rhode Island.....	18,007	20,601	South Carolina.....	23,504	32,031
Connecticut.....	19,223	20,263	Georgia.....	9,014	10,604
New York.....	25,539	26,653			
Pennsylvania.....	50,901	49,654	Total.....	330,024	330,485
Maryland.....	30,477	33,474			

Several of the the colonial ships cleared were sold in Great Britain.

The whole number of vessels belonging to the United States, on the 31st of December, 1830, was 12,256; and of this number, 943 were ships, 1371 brigs, the residue were sloops and schooners. Among this number, 343 were employed in steam navigation, and 1393 of those licensed were under twenty tons, leaving 10,863 over twenty tons' burden.

In 1831, the number of ships built were:—

1. *Registered vessels* employed in foreign trade, viz., sixty-six ships, seventy-two brigs, forty-five schooners, seven sloops, four steam-boats; 45,720 tons. There were sold to foreigners nine ships, twenty-one brigs, thirty-one schooners, and seven sloops; 9750 tons. Lost at sea, nine ships, fifty-three brigs, forty-eight schooners, and three sloops; 17,446 tons. Condemned as being unseaworthy, seven ships, twenty-three brigs, five schooners, and two sloops; 7288 tons; which leaves an increase to be added to the tonnage of 11,236 tons, out of 45,720 registered on foreign service tonnage.

NUMBERS of Vessels, and the Seamen Employed in navigating the Same, which belonged to each State and Territory of the United States, on the 31st of December, 1830.

STATES AND TERRITORIES.	REGISTERED VESSELS.					ENROLLED AND LICENSED VESSELS.					LICENSED VESSELS UNDER TWENTY TONS.		Total number of Vessels.	Total number of Seamen.
	Ships.	Brigs.	Schoon-ers.	Sloops.	Steam-boats.	Ships.	Brigs.	Schoon-ers.	Sloops.	Steam-boats.	Schoon-ers.	Sloops.		
Maine.....	No. 43	No. 188	No. 47	No. 4	No. ..	No. 9	No. 66	No. 1243	No. 119	No. 3	No. 245	No. 6	No. 1973	No. 9,009
N. Hampshire ..	27	20	6	..	..	..	1	124	8	..	5	..	192	1,344
Vermont.....	..	..	..	9	..	..	..	..	2	..	..	..	19	189
Massachusetts ..	402	433	144	3	..	..	55	1546	472	8	54	47	3161	23,370
Rhode Island. ..	39	51	16	1	..	..	12	46	80	3	12	20	291	1,854
Connecticut ...	1	28	11	1	..	..	6	74	213	5	3	34	377	1,496
New York.....	246	243	99	13	..	40	38	326	694	65	64	68	1905	12,750
New Jersey... ..	..	3	1	1	..	..	..	223	455	4	19	81	787	1,832
Pennsylvania. .	65	116	61	2	..	3	8	85	157	12	21	89	618	3,645
Delaware.....	..	..	..	..	..	..	..	13	60	2	1	18	94	421
Maryland.....	39	46	27	..	..	..	2	726	66	15	89	24	1034	4,130
D. of Columbia	6	9	9	..	..	..	1	89	13	8	26	16	177	734
Virginia.....	11	1	15	..	..	..	5	320	47	10	78	38	525	1,954
North Carolina ..	..	8	20	1	..	..	1	148	10	..	114	16	327	988
South Carolina ..	..	10	13	1	..	..	..	54	6	4	..	1	89	208
Georgia.....	..	..	2	..	5	..	2	5	19	7	3	7	50	196
Alabama.....	1	..	5	1	..	..	..	16	8	13	18	11	73	296
Mississippi.....	..	..	2	..	..	..	..	1	1	..	..	13	17	42
Louisiana.....	6	15	34	8	1	..	3	57	14	164	33	64	399	2,789
Ohio.....	..	..	1	..	..	..	..	24	2	2	3	8	36	166
Michigan Ter. ..	..	..	..	..	..	..	..	14	4	2	3	15	37	107
Florida.....	..	1	4	5	..	..	1	10	9	4	7	26	77	335

2. Enrolled and licensed tonnage, or coasting and fishing vessels, viz., six ships, twenty-three brigs, 371 schooners, seventeen sloops, and thirty steam-boats; 40,241 tons. Lost at sea, one ship, four brigs, sixty-one schooners, seventeen sloops; 6361 tons. Condemned, fourteen schooners, ten sloops; 1571 tons, being 32,308 of new tonnage.

3. The number of vessels built in the several states and territories, from the 30th of September, 1831, to 30th of June, 1843, was as follows:—

YEARS.	CLASS OF VESSELS.					Total number of Vessels built.	TOTAL TONNAGE.
	Ships.	Brigs.	Schooners.	Sloops and Canal-boats.	Steam-boats.		
	number.	number.	number.	number.	number.	number.	tons.
1831.....	72	95	416	94	34	711	85,062
1832.....	132	143	508	122	100	1,065	144,538
1833.....	144	109	623	185	65	1,188	161,620
1834.....	98	94	497	180	88	957	118,329
1835.....	93	55	444	164	124	880	113,627
1836.....	67	72	507	168	135	945	122,986
1837.....	66	79	510	153	90	898	113,134
1838.....	83	89	439	122	125	856	110,947
1839.....	97	109	378	224	63	771	118,408
1840.....	114	101	312	157	78	762	118,893
1841.....	110	94	273	404	134	1,021	129,082
1842.....	58	34	138	173	70	432	63,517
Total....	1140	1138	5107	2146	1115	10,642	1,401,090

NUMBER of Ships sold to Foreigners, 1831 to 1844.

YEARS.	Vessels.	Tonnage.	YEARS.	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Sold to Foreigners:—			Sold to Foreigners:—		
1831-1832.....	68	9,750	1838-1839.....	50	5,768
1832-1833.....	35	6,083	1839-1840.....	87	13,637
1833-1834.....	34	3,932	1840-1841.....	82	12,713
1834-1835.....	42	4,725	1841-1842.....	43	7,769
1835-1836.....	78	10,509	1842-1843.....	59	9,208
1836-1837.....	75	9,916	1843-1844.....	..	..
1837-1838.....	86	5,385			

* For nine months ending 30th of June, 1843.

STATEMENT of the Tonnage of the Shipping belonging to the United States, distinguishing the Branches of Trade in which the same was employed, in each Year, from 1790 to 1845.

YEARS.	REGISTERED TONNAGE.	ENROLLED TONNAGE.			LICENSED VESSELS UNDER TWENTY TONS.		
	Foreign trade.	Coasting trade.	Whale fishery.	Cod fishery.	Coasting trade.	Cod fishery.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.
1790..	346,254	103,775	....*	28,348	....	....	478,377
1791..	363,110	106,494	....*	32,542	....	....	502,146
1792..	411,438	120,957	....*	32,060	....	....	564,437
1793..	367,734	114,853	....	38,177	7,217	11,985	491,780
1794..	438,862	167,227	4139	23,121	16,077	5,549	628,816
1795..	529,470	164,705	3162	24,887	19,601	6,046	747,963
1796..	876,733	195,423	2363	28,509	22,416	6,453	831,900
1797..	897,777	214,077	1103	33,406	20,325	7,222	876,912
1798..	603,376	227,343	763	35,476	24,089	7,269	896,328
1799..	669,197	220,904	592	23,532	25,736	6,046	946,408
1800..	669,021	243,205	651	32,306	27,106	7,120	972,492
1801..	718,549	240,255	736	31,279	28,296	8,101	1,033,218
1802..	560,380	260,543	580	32,597	29,070	8,533	892,101
1803..	697,187	268,074	1142	43,416	30,384	8,396	949,147
1804..	672,530	286,640	323	43,088	30,600	8,925	1,042,403
1805..	749,341	301,266	808	48,479	31,296	8,986	1,140,308
1806..	809,284	308,977	728	50,353	30,562	8,229	1,208,735
1807..	846,306	318,180	907	60,989	30,838	8,616	1,268,548
1808..	769,053	387,684	724	43,597	33,135	8,400	1,242,595
1809..	610,050	371,500	573	26,109	33,661	8,376	1,350,281
1810..	694,269	371,114	339	20,250	34,232	8,577	1,421,783
1811..	768,832	386,258	54	34,360	34,163	8,872	1,232,502
1812..	760,624	443,190	941	21,822	34,790	8,636	1,269,997
1813..	674,853	433,404	788	12,255	37,703	8,622	1,166,628
1814..	674,032	425,713	601	8,863	40,443	8,922	1,150,208
1815..	854,294	435,066	1229	20,510	40,598	10,427	1,308,127
1816..	890,759	479,979	1108	37,879	42,185	10,246	1,372,218
1817..	890,724	481,457	349	53,090	43,571	10,816	1,399,911
1818..	980,098	503,140	614	58,551	46,233	10,555	1,223,184†
1819..	612,030	523,556	086	65,044	47,502	11,031	1,206,751
1820..	619,047	539,090	1053	60,842	48,944	11,197	1,280,166
1821..	619,896	559,435	1924	51,351	55,408	10,941	1,298,958
1822..	628,150	573,080	3133	68,405	51,108	10,820	1,324,699
1823..	639,920	566,408	585	67,040	51,396	11,213	1,356,665
1824..	609,972	589,223	180	68,238	52,340	9,208	1,389,103
1825..	700,768	587,273	....	70,026	53,588	10,836	1,423,111
1826..	737,978	....	....	796,212	....	....	1,534,190
1827..	747,170	....	....	874,437	....	....	1,680,607
1828..	812,619	787,224	180	74,765	55,680	19,921	1,741,391
1829..	650,142	490,468	....	97,888	18,590	3,907	1,260,977†
1830..	576,476	496,030	792	95,014	20,338	8,515	1,191,770
1831..	620,451	516,086	481	63,449	23,037	9,739	1,267,846
1832..	686,969	624,159	377	69,152	25,408	3,302	1,439,450
1833..	750,926	717,422	478	107,294	26,776	4,151	1,606,149
1834..	857,438	755,462	364	113,555	28,156	3,930	1,758,907
1835..	865,621	....	....	....	....	....	1,824,940
1836..	807,774	846,116	1673	58,113	26,906	4,893	1,882,102
1837..	810,447	927,349	1894	75,054	29,740	5,497	1,896,683
1838..	822,591	1,008,146	5220	63,073	32,058	6,090	1,995,639
1839..	834,244	1,120,310	430	65,157	33,241	7,091	2,096,478
1840..	899,764	1,144,664	....	67,926	32,030	8,109	2,180,764
1841..	945,803	1,076,636	....	60,556	31,031	5,995	2,130,744
1842..	973,358	1,018,253	377	46,941	27,500	4,862	2,092,390
1843..	1,009,305	1,048,208	142	54,901	27,947	54,901	2,158,602
1844..	1,068,764	....	....	....	....	....	2,280,095
1845..	....	....	....	....	....	....	....

* Included with the tonnage in the cod fisheries.

† These variations were caused by corrections made at these two periods in the register, the tonnage, lost and sold, not having been annually deducted until the year 1829.

NUMBER of Ships lost at Sea, 1831 to 1844.

Y E A R S.	Vessels.	Tonnage.	Y E A R S.	Vessels.	Tonnage.
Lost at Sea :—	number.	tons.	Lost at Sea :—	number.	tons.
1831-1832	191	23,762	1837-1838	185	21,605
1832-1833	172	24,595	1838-1839	118	21,113
1833-1834	113	15,391	1839-1840	197	31,405
1834-1835	92	11,914	1840-1841	122	19,667
1835-1836	129	19,109	1841-1842	184	28,419
1836-1837	187	24,865	1842-1843*	140	23,032

* For nine months, ending June, 1843.

NUMBER of Ships Condemned, 1831 to 1844.

Y E A R S.	Vessels.	Tonnage.	Y E A R S.	Vessels.	Tonnage.
Condemned as Unseaworthy:	number.	tons.	Condemned as Unseaworthy:	number.	tons.
1831-1832.....	67	8,859	1838-1839.....	60	8,065
1832-1833.....	71	6,876	1839-1840.....	88	10,067
1833-1834.....	57	5,235	1840-1841.....	41	8,691
1834-1835.....	42	5,129	1841-1842.....	97	11,475
1835-1836.....	55	5,835	1842-1843.....	50	6,053
1836-1837.....	55	8,945	1843-1844.....		
1837-1838.....	60	5,480			

* For nine months, ending June, 1843.

MISCELLANEOUS STATEMENTS.

COMPARATIVE Statement of the Cost and Duties paid on the following articles used in the construction of a ship of 500 tons, a brig of 250 tons, and a schooner of 100 tons; prepared for the Hon. Mr. Hamlin, Member of Congress from Maine, by a Member of the House long engaged in ship-building.

ARTICLES.	Quantity.	Cost.	Duty.	ARTICLES.	Quantity.	Cost.	Duty.
SHIP of 500 Tons.		dollars.	dollars.	BRIG of 250 Tons.		dollars.	dollars.
Iron.....lbs.	30,000	1500	525	Brought forward.....		2500	945
Copper, &c.....do.	3,500	870	140	Chains and anchors.....lbs.	10,500	850	262
Cordage.....do.	20,000	2000	1000	Sail duck.....pieces	45	650	67
Chains and anchors.....do.	22,000	1550	550	Total.....		3800	1274
Sail duck.....pieces	52	760	75				
Total.....		6675	2290	SCHOONER of 100 Tons.			
BRIG of 250 Tons.				Iron.....lbs.	10,000	500	175
Iron.....lbs.	18,000	900	315	Copper, &c.....do.	800	200	32
Copper, &c.....do.	2,000	500	80	Cordage.....do.	5,000	500	250
Cordage.....do.	11,000	1100	550	Chains and anchors.....do.	5,000	300	125
Carried forward.....		2500	945	Sail duck.....pieces	24	410	35
				Total.....		1910	617

Ship-building in Maine.—"We understand that ship-building has never been carried on so extensively in Maine as during the present season. Many large and valuable ships have been recently launched, and many others are now on the stocks in most of the seaport towns. And these ships are generally built of the best seasoned white oak from the middle states, of fine models, thoroughly fastened, and finished in beautiful style.

"Among the ships now in the stocks, are two at Newcastle, one of 750 tons, and another of 800 tons; these are both elegant specimens of merchant ships. At Bath, the ship *Hannibal*, of 650 tons, is almost ready for launching. The ship *South Carolina*, of 769 tons, was launched some days since, and the ship *Rapahannock* is almost ready for launching. This is the largest merchantman ever built in the United States. Her length on deck is 180 feet, her beam thirty-seven feet, and her depth twenty-three feet four inches, and she measures about 1140 tons! This ship is thoroughly built of Virginia white oak and Georgia pine."—*Boston Mercantile Journal*, 1841.

Ship-building.—"A correspondent of the *Evening Post* communicates the following facts, which he collected at the Novelty Works on Wednesday:—

"There are now building, and in progress of building, at the Ship Yards, on the East River, in this city, and the Navy Yard, Brooklyn, the following vessels:—

	Tons.
At William Brown's yard, Novelty Works yard, one steamer, from	1200 to 1300
At Jabez Williams's yard, one ship	740
At Webb and Allen's yard, one ship	350
At Fickett and Tomes's yard, one ship	525
At Smith, Demon, and Comstock's yard, one ship	500
At Brown and Bell's yard, two steamers, 600 tons each	950
At Brown and Bell's yard, one schooner	1200
	100

Carried forward 5665

	Tons.
Brought forward	5665
At Westervelt's yard one ship (contracted for and in progress of building)	950
At Lawrence and Sneedens yard, by King and Denyke, one brig	800
At Berg's yard, one ship	300
At the Railway, one steamer lengthening and rebuilding	900
Navy Yard, Brooklyn.	300
One steamer for government, about	1,400
Three sloops of war repairing (average about 800 tons each)	2,400

Total 12,715

"There are also building in the city of Brooklyn over 200 dwelling houses, of wood and brick, and brick and stone.

	Tons.
Ships and vessels building	8,615
Repairing	4,100

Total 12,715

Public Sale of Ships at Philadelphia.—"The three following Philadelphia built ships were sold at the Exchange, by Mr. C. J. Wolbert:—

"Ship *Lehigh*, built in 1833, coppered last fall, 585 10-95 tons, stows 7000 barrels of flour, 1100 tons of Canton goods, or 1685 bales of New Orleans cotton, sold for 24,500 dollars, on a credit of four months.

"Ship *Osage*, built in 1835, stows 5500 barrels of flour, 467 39-100 tons, sold for 14,500 dollars, on a credit of four months.

"Ship *Commerce*, built in 1832, measures 439 82-90 tons, stows 6000 barrels of flour, or 1500 bales of New Orleans cotton, was sold for a whaler, and brought 13,300 dollars, four months' credit."—*U. S. Gaz.*, July 15, 1841.

A large Ship.—"We notice in the *St. John New Brunswick Courier*, the launch of the splendid ship *Greenock*, and we believe the largest merchantman ever built in North America. Her dimensions are: length of keel 182 feet, breadth of beam thirty-six feet, depth of hold twenty-three feet and a half, and from figure head to taffrail 225 feet; her measurement will be nearly 1400 feet; and it is supposed she will carry 2400 tons, or 2500 tons of timber and broken storage. Her model and fastenings are on an improved principle, with a beautiful bow and a light stern."

An old Ship.—"The *St. John New Brunswick Herald*, of the 27th of May, 1841, says, 'the curious in naval architecture, may have an opportunity of gratifying their curiosity, by a sight of a vessel now in our harbour; the *Volunteer*, of Hull. This antique specimen of British oak, is 110 years old, and was employed as a transport prior to the taking of Quebec. She is the identical ship in which the immortal Wolfe came to this continent. Should she come in contact now with one of our province built vessels, she would be found a hard nut to crack.'

DUTIES on the following Materials used in Ship building, in the British and American Tariffs.

BRITISH TARIFF.	Duty.	AMERICAN TARIFF.
Iron	free.	25 dollars per ton, or about 33 per cent.
Copper	10s. per cwt.	25 to 30 per cent.
Cordage	6s. per cwt.	4½ cents per lb., about 40 per cent.
Timber, used in (except oak and fir)	free.	
Oak and fir, foreign	12. 5s. per ton.	All sorts, hewn or sawn, 20 to 30 per cent.
Ditto, from American colonies	1s. per ton.	
Chains and anchors	15 per cent.	About 33 per cent.
Sailcloth	do.	7 cents per square yard, or about 20 per cent.
Naval stores	free.	20 per cent ad valorem.

A STATEMENT exhibiting the Amount of Tonnage Employed in the Foreign Trade, annually, from 1821 to 1844.

YEARS.	AMERICAN VESSELS.		FOREIGN VESSELS.	
	Cleared.	Entered.	Cleared.	Entered.
Ending 30th of Sept.	tons.	tons.	tons.	tons.
1821.....	804,947	755,098	83,073	81,526
1822.....	813,748	787,961	97,490	100,541
1823.....	810,761	775,271	119,740	119,468
1824.....	919,278	850,033	102,552	102,367
1825.....	960,360	880,734	95,080	92,927
1826.....	953,012	942,200	99,417	103,654
1827.....	980,542	918,361	131,250	137,389
1828.....	897,104	808,381	181,910	150,223
1829.....	944,799	872,949	133,006	130,743
1830.....	971,760	967,227	133,436	131,900
1831.....	972,504	922,552	271,594	281,948
1832.....	974,805	945,022	387,505	393,038
1833.....	1,142,160	1,111,411	497,039	496,705
1834.....	1,131,020	1,074,670	577,700	568,052
1835.....	1,400,517	1,352,653	650,384	641,310
1836.....	1,315,523	1,255,384	674,721	680,213
1837.....	1,265,622	1,200,720	756,292	765,703
1838.....	1,408,761	1,302,974	604,166	592,110
1839.....	1,477,928	1,491,279	611,339	624,814
1840.....	1,647,000	1,576,946	706,486	712,363
1841.....	1,634,156	1,631,909	736,449	736,444
1842.....	1,536,151	1,510,111	740,497	732,775
1843.....	1,268,083	1,443,523	523,949	534,732
1844.....	1,010,924	1,977,438	906,814	916,999

STATEMENT of the national character of the Foreign Tonnage cleared from, and entered into, the United States, for Four Years.

C L E A R E D.					E N T E R E D.				
FL A G.	1837	1838	1839	1840	FL A G.	1837	1838	1839	1840
	tons.	tons.	tons.	tons.		tons.	tons.	tons.	tons.
Austrian.....	17,774	3,382	2,573	4,154	Arabian.....	....	....	....	820
Arabian.....	....	....	4	320	Austrian.....	16,779	2,462	1,602	2,677
Belgian.....	1,468	720	1,185	479	Belgian.....	1,467	943	1,145	480
Brazilian.....	907	339	140	441	Brazilian.....	907	161	436	292
British.....	536,420	486,904	491,495	563,735	British.....	513,020	483,702	495,303	582,424
Columbian.....	120	358	800	248	Columbian.....	561	818	1,142	126
Danish.....	17,466	4,765	4,759	5,886	Danish.....	16,107	8,447	5,053	4,249
Dutch.....	14,070	4,536	3,231	3,437	Dutch.....	14,628	4,486	8,284	8,629
French.....	26,070	21,849	21,690	1,408	French.....	26,286	20,570	22,686	30,701
Hanoverian.....	....	813	....	722	Hanoverian.....	....	460	....	550
Hanseatic.....	65,538	39,636	38,067	34,772	Hanseatic.....	70,703	37,638	41,139	41,874
Haytian.....	1,028	1,612	961	632	Haytian.....	1,171	1,450	1,004	852
Mexican.....	1,424	876	1,300	2,137	Mexican.....	818	902	1,461	1,551
Neapolitan.....	464	247	465	457	Neapolitan.....	228	....	....	240
N. Grenadian.....	1,993	1,022	922	883	N. Grenadian.....	360	522	928	732
Norwegian.....	1,814	1,174	383	1,934	Norwegian.....	2,189	728	730	1,588
Prussian.....	17,973	2,321	1,213	1,659	Prussian.....	10,825	2,087	2,204	1,394
Russian.....	4,592	1,604	1,294	1,187	Russian.....	4,081	1,430	2,748	322
Sardinian.....	3,989	1,542	188	1,896	Sardinian.....	4,349	1,709	524	1,975
Sicilian.....	1,585	9,043	4,000	4,068	Sicilian.....	1,810	3,113	3,888	8,462
Spanish.....	10,569	13,007	13,753	16,708	Spanish.....	11,342	13,183	16,501	16,927
Swedish.....	20,612	11,542	14,787	19,687	Swedish.....	25,660	8,695	17,725	15,376
Texian.....	1,023	397	844	238	Texian.....	958	872	995	249
Unrestricted.....	....	....	950	1,064	Unregistered.....	....	....	1,243	275
Venezuelan.....	886	250	1,074	1,257	Venezuelan.....	828	627	453	1,196
Total.....	756,292	604,116	611,834	706,486	Total.....	765,703	592,110	624,814	712,363
American.....	1,206,622	1,408,671	1,477,928	1,647,008	American.....	1,209,720	1,302,974	1,491,279	1,576,046

The increase of American tonnage and the decrease of foreign tonnage are more marked in the clearances than in the entries. The foreign tonnage has declined 50,000 tons since 1837, while the American has increased steadily near 400,000 tons, or 33½ per cent.

AMOUNT of American and Foreign Tonnage cleared from the United States for Foreign Countries for five Years

YEARS.	AMERICAN.		FOREIGN.		TOTAL.
	number of vessels.	tons.	number of vessels.	tons.	tons.
1840.....	7583	1,847,089	4083	706,486	2,553,575
1841.....	7790	1,634,136	4534	76,840	2,370,405
1842.....	7014	1,530,451	4929	740,497	2,276,948
1843.....	8280	1,268,083	2248	523,949	1,792,032
1844.....	8343	2,010,924	8540	906,814	2,917,738

About one half of the aggregate amount of tonnage engaged in the export trade is foreign, a large portion of which is British. The American tonnage cleared from the United States in 1835, was greater than in 1843, and the foreign tonnage cleared in 1837 was greater than any year before or since.

STATEMENT of the Tonnage of American Vessels employed in the Trade with Foreign Countries, which entered Inwards and Cleared Outwards, at the Ports of the United States, distinguishing the Trade with each Country in each Year, from 1821 to 1831, and from 1835 to 1841.

C O U N T R I E S.	I N W A R D S.				O U T W A R D S.			
	1821	1831	1835	1841	1821	1831	1835	1841
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Russia.....	13,827	6,931	14,437	16,370	4,021	4,310	3,424	7,405
Prussia.....	..	700	..	357	..	387	239	547
Sweden.....	10,772	11,340	10,340	7,407	1,616	3,232	1,520	2,215
Norway.....	1,421	..	443	..	4,142	3,060	2,331	889
Denmark.....	18,083	4,793	778	1,082	20,774	7,199	2,590	3,455
Swedish West Indies.....	39,407	27,501	23,868	23,067	46,290	41,730	35,976	29,404
Danish.....	..	..	..	..	..	..	..	..
East Indies.....	25,851	24,076	21,514	37,013	26,048	23,168	23,961	39,025
Holland and Belgium.....	16,418	11,286	15,206	12,881	18,228	11,430	11,599	6,666
Dutch West Indies.....	1,597	2,533	3,576	507	5,610	6,498	20,476	5,324
East Indies.....	112,053	223,345	220,082	307,988	128,729	235,345	215,110	272,631
England.....	4,737	5,674	6,072	8,049	4,015	6,312	6,890	7,414
Scotland.....	9,479	4,388	3,836	781	12,812	7,838	4,272	1,391
Ireland.....	11,231	3,599	2,871	2,377	20,954	11,703	15,192	17,808
Gibraltar.....	..	..	..	..	..	..	..	..
British ports in Africa, Cape of Good Hope, &c.....	376	929	480	543	280	1,012	887	958
East Indies.....	4,548	5,342	6,503	6,408	3,027	6,481	10,380	12,647
West Indies.....	32,631	38,046	44,991	68,442	22,083	40,922	63,477	91,587
North American colonies.....	110,821	92,672	363,832	408,755	112,223	79,364	363,332	404,472
Newfoundland and British fisheries.....	448	275	..	..	501	277	..	..
Other British colonies not specified.....	796	248	..	1,850	874	434	..	..
Hanse Towns and Germany.....	14,524	15,934	11,022	15,693	17,308	17,147	12,966	14,123
France.....	15,131	54,623	87,864	121,734	1,114	63,481	105,302	137,361
French West Indies.....	41,729	26,704	20,169	14,445	43,366	35,334	24,658	22,154
East Indies.....	..	..	..	..	..	..	..	..
Ports in Africa.....	..	..	..	..	..	..	117	..
Bourbon and Mauritius.....	194	..	..	..	337	..	..	..
Spain.....	11,332	16,343	20,952	26,767	9,778	6,503	15,621	12,400
Canary Islands.....	2,329	1,903	3,211	2,167	3,003	1,418	2,151	1,200
Philippine Islands.....	742	2,938	2,885	4,366	632	249	1,972	3,704
Florida.....	9,032	..	..	..	9,341	..	..	..
Cuba.....	106,826	132,830	153,280	109,685	103,822	132,222	151,313	194,001
Other Spanish West Indies.....	14,320	24,060	41,017	51,074	11,134	8,272	21,140	30,129
Spanish South American colonies.....	13,838	..	..	..	13,208	..	..	..
Portugal.....	19,678	5,043	17,821	13,100	5,106	1,598	5,627	4,801
Madeira.....	4,140	2,514	3,938	2,504	8,082	5,163	3,700	4,626
Azores Islands.....	2,247	660	1,618	1,614	2,638	475	1,179	1,068
Cape de Verd Islands.....	5,038	875	302	926	825	1,300	2,643	1,906
Brazil and other Portuguese colonies.....	10,599	..	..	..	22,264	..	..	..
Sicily.....	..	2,080	8,555	12,789	..	378	1,204	1,913
Italy and Malta.....	6,573	10,683	8,184	13,753	8,802	9,120	6,676	6,642
Trieste and other Austrian ports.....	2,018	1,920	5,177	5,269	1,895	4,215	6,692	10,350
Ionian Islands.....	..	..	..	..	..	..	..	..
Turkey, Levant, Egypt, &c.....	1,061	3,018	3,787	3,953	1,393	2,935	3,010	2,819
Morocco and Barbary States.....	5,622	..	..	290	..	..	..	..
Obina.....	4,816	13,495	11,986	6,040	5,061	7,104	4,876	..
Honduras, Campeachey, &c.....	5,111	1,480	5,472	4,363	6,009	11,007	6,409	..
Mexico.....	22,377	39,756	17,081	..	22,303	44,453	14,018	..
Colombia.....	9,174	13,985	15,251	..	7,188	10,180	10,063	..
Central Republic of America.....	2,821	2,910	2,223	..	3,315	1,851	1,178	..
Brazil.....	29,855	34,720	41,684	..	36,992	39,269	47,634	..
Buenos Ayres.....	9,926	11,227	18,163	..	8,525	11,019	16,671	..
Chili.....	3,739	4,441	5,072	..	11,145	6,089	8,962	..
Peru.....	2,577	902	129	..	..	523	..	..
South America, generally.....	703	195	736	..	1,018	1,327	890	..
Havti.....	49,139	26,446	38,021	35,899	46,171	27,807	38,274	26,504
West Indies, generally.....	216	2,903	100	88	17,623	17,839	14,463	11,495
Europe.....	261	4,169	1,440	..	2,294	660	..	..
Africa.....	1,087	2,511	5,704	5,841	2,109	5,098	7,207	7,882
Asia.....	1,532	1,171	1,499	2,279	5,423	8,116	2,465	4,466
North-west coast of America.....	..	375	..	4,296	783	..	340	..
South Seas.....	10,643	29,681	50,414	32,347	17,068	39,470	56,206	55,504
Sandwich Islands and Pacific Ocean.....	..	..	693	..	..	..	682	1,880
Uncertain ports.....	..	80	273	..	104	..	144	..
Total.....	765,098	922,992	1,332,652	1,631,009	804,947	973,504	1,400,517	1,634,166

STATEMENT exhibiting the Amount of Foreign and American Tonnage, which entered the Ports of the United States, during the Years ending the 31st of December, 1789, to the 31st of December, 1840.

YEARS ending 31st Dec.	British.	French.	Spanish.	Portu- guese.	Italian.	Dutch.	Aus- trian.	Han- seatic.	Danish.	Swe- dish.	Prus- sian.	Rus- sian.	Mexi- can.	Colum- bian.	Hay- tian.	All other.	Total, Foreign.	Total, American.
tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
1789.....	94,410	4,323	2,761	1,168	2,275	349	816	659	1,113	535	394	..	..	..	..	..	106,654	137,359
1790.....	216,914	12,059	7,381	3,777	6,136	459	1,978	1,113	1,113	535	394	..	..	..	..	..	250,746	335,076
1791.....	206,618	8,988	4,327	4,766	3,731	2,326	2,949	2,092	2,092	261	..	..	..	..	..	..	240,448	363,854
1792.....	206,065	24,343	2,052	2,341	3,537	577	4,972	2,364	2,364	907	..	..	..	..	..	..	163,566	447,764
1793.....	100,180	45,287	3,030	3,153	4,732	975	4,373	9,300	11,043	2,319	..	..	..	..	..	..	82,574	595,649
1794.....	37,058	11,249	2,320	0,044	1,128	1,077	4,373	9,300	11,043	2,319	..	..	..	..	..	..	46,532	694,277
95.....	27,997	7,235	1,959	738	1,128	1,077	4,373	9,300	11,043	2,319	..	..	..	..	..	..	56,846	675,046
96.....	19,969	2,055	2,449	637	758	301	4,987	10,430	5,560	431	..	..	..	..	..	..	72,757	698,078
97.....	32,168	1,336	671	554	451	..	11,596	16,726	6,064	431	..	..	..	..	..	..	87,760	332,245
98.....	40,773	1,519	642	..	1,057	973	18,773	19,148	4,149	721	..	..	..	..	..	..	107,583	636,496
99.....	51,037	1,338	1,432	374	135	..	22,070	22,110	5,513	585	..	..	..	..	..	..	167,270	849,392
30.....	71,689	1,007	1,432	55	173	..	15,265	23,978	7,724	705	..	..	..	..	..	..	145,519	787,301
1801.....	111,593	1,037	2,484	..	102	..	17,371	19,553	5,894	1,905	..	..	..	..	..	..	163,714	787,324
1802.....	104,473	7,659	8,892	1,111	1,118	..	13,146	6,491	1,127	2,994	..	..	..	..	..	..	122,114	831,962
1803.....	104,336	6,316	5,532	1,532	1,118	..	9,583	6,388	3,031	1,303	..	..	..	..	..	..	87,532	972,096
1804.....	74,580	1,857	10,304	4,494	563	132	8,097	2,945	3,932	2,434	..	..	..	..	..	..	87,532	1,044,066
1805.....	63,408	344	2,537	1,650	254	..	11,214	4,109	2,793	275	..	..	..	..	..	..	86,760	1,060,516
1806.....	69,350	46	640	1,443	..	..	2,712	7,461	5,300	1,215	..	..	..	..	..	..	47,571	1,092,116
1807.....	64,737	..	667	2,032	..	..	2,712	1,785	12,315	..	..	..	..	..	..	..	99,705	1,092,116
1808.....	24,351	895	590	147	..	..	3,715	373	12,315	..	..	..	..	..	..	..	80,316	996,134
1809.....	71,609	474	12,428	1,383	..	..	1,757	373	12,315	..	..	..	..	..	..	..	33,302	948,937
1810.....	52,290	117	13,336	2,063	..	..	1,757	373	12,315	..	..	..	..	..	..	..	47,098	667,090
1811.....	19,647	579	14,436	1,707	..	..	1,757	373	12,315	..	..	..	..	..	..	..	113,827	237,348
1812.....	1,196	2,104	46,438	18,562	..	..	1,757	373	12,315	..	..	..	..	..	..	..	48,301	59,526
1813.....	90	2,104	46,438	18,562	..	..	1,757	373	12,315	..	..	..	..	..	..	..	217,413	700,500
1814.....	143,324	598	14,799	9,488	..	..	6,803	3,330	15,411	15,411	..	..	..	..	..	..	259,132	877,402
1815.....	212,746	10,997	9,650	2,693	..	..	2,555	3,394	7,442	171	..	..	..	..	..	..	215,166	780,126
1816.....	174,923	13,110	4,929	2,666	..	..	3,956	1,610	2,001	2,001	..	..	..	..	..	..	161,411	735,101
1817.....	118,538	23,475	6,821	839	..	..	3,742	1,744	928	132	..	..	..	..	..	..	85,898	783,579
1818.....	36,333	29,765	2,730	210	191	..	4,398	2,796	2,906	2,906	..	..	..	..	..	..	78,839	801,332
1819.....	47,365	17,131	2,775	246	..	..	6,014	4,235	3,337	940	..	..	..	..	..	..	82,915	767,961
1820.....	52,676	1,427	6,990	363	..	..	10,007	4,362	3,337	940	..	..	..	..	..	..	112,407	775,371
1821.....	80,940	3,699	1,571	310	..	..	8,095	4,82	2,453	207	..	..	..	..	..	..	89,451	890,033
1822.....	86,090	7,195	8,573	310	..	..	6,310	6,000	2,806	3,10	..	..	..	..	..	..	120,714	942,266
1823.....	63,034	13,547	2,021	1,892	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1824.....	53,693	15,716	1,894	1,892	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1825.....	64,032	15,716	1,894	1,892	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1826.....	82,117	16,601	2,353	2,16	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1827.....	101,470	13,129	2,372	2,11	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1828.....	96,851	16,757	3,921	1,402	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1829.....	96,851	16,757	3,921	1,402	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1830.....	100,294	4,057	13,363	270	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1831.....	235,592	15,914	22,193	137	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1832.....	311,369	25,907	27,771	613	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1833.....	402,739	23,649	35,745	161	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1834.....	435,495	23,649	35,745	161	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1835.....	359,972	13,467	24,487	511	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1836.....	543,774	20,766	19,438	333	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1837.....	543,020	20,766	19,438	333	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1838.....	484,702	20,766	19,438	333	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266
1839.....	484,702	20,766	19,438	333	..	..	7,148	1,832	3,292	311	..	..	..	..	..	..	130,714	942,266

OFFICIAL Statistical View of the Tonnage of American and Foreign Vessels, arriving from, and departing to, each Foreign Country, during the Year ending the 30th of September, 1842; the Nine Months ending the 30th of June, 1843; and the Year ending the 30th of June, 1844.

COUNTRIES.	1842				1843				1844			
	AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Russia	8,068	5,601	1,597	1,690	8,213	4,103	271	271	14,056	6,306	736	1,381
Prussia	593	..	..	2,053	2,173	..	..	1,905	442	164	2,145	5,009
Sweden	3,394	1,311	13,291	5,161	816	140	4,781	488	1,180	..	11,312	4,629
Swedish West Indies	1,266	2,603	73	726	721	949	..	..	763	1,478	..	141
Denmark	453	705	231	917	..	463	418	1,714	228	481	178	2,567
Danish West Indies	21,680	26,740	5,334	700	24,248	23,036	3,600	388	23,789	24,548	2,482	263
Holland	24,502	33,580	2,906	18,804	16,512	23,239	1,477	2,060	27,577	23,786	5,240	16,589
Dutch East Indies	4,861	784	..	..	701	2,890	..	..	3,341	4,656	..	251
Dutch West Indies	8,974	4,254	708	528	7,801	3,794	124	248	17,530	4,091	662	89
Dutch Guiana	3,900	5,464	..	..	3,940	3,950	..	..	6,602	7,363	..	..
Belgium	12,132	12,949	7,810	12,875	11,580	20,708	2,081	8,529	18,882	8,148	5,887	18,329
Hanse Towns	14,125	16,779	40,908	51,060	7,090	13,937	34,600	42,075	20,729	12,749	43,566	50,656
England	307,343	285,479	141,080	139,054	..	..	1,277	..	292,380	311,746	197,405	192,583
Scotland	4,736	6,390	27,778	10,045	273,622	329,335	166,360	163,174	7,838	7,849	18,876	13,418
Ireland	3,369	631	20,707	..	10,641	12,764	14,475	18,848	1,347	191	23,930	786
Gibraltar	3,297	12,115	..	1,758	..	882	12,581	2,197	4,036	13,873	2,413	2,573
Malta	521	766	..	..	1,642	6,941	308	1,568	396	611	410	..
British East Indies	10,999	9,070	285	1,129	378	214	..	..	7,140	10,479	..	..
Mauritius .....	..	505	302	..	5,661	5,415	..	..	..	683	458	..
Australia	1,205	1,787	..	..	299	590	..	..	986	415	..	..
Cape of Good Hope .....	..	..	..	..	406	..	..	..	213	1,639	250	..
British African ports	312	312	..	117	415	125	446	279	..	129	458	127
British West Indies	64,363	86,691	37,466	16,070	61,879	75,962	33,065	14,388	76,315	123,501	40,956	26,854
British Guiana	2,445	5,334	7,010	3,945	3,156	7,425	65	708	4,815	10,470	6,460	2,868
Honduras	5,271	5,679	274	17	2,200	6,145	5,716	2,094	5,091	7,914	558	307
British American colonies	324,634	323,315	353,830	417,409	200,808	202,607	214,112	233,092	723,262	606,865	473,922	516,231
Other British colonies .....	..	68	..	..	363	93	..	..	325	..	..	..
France on the Atlantic	116,356	130,863	11,877	16,042	95,406	110,171	8,620	11,171	109,066	109,307	8,980	13,018
France on the Mediterranean	15,927	21,944	2,095	2,147	11,322	18,167	275	418	18,133	17,868	3,933	656
Bourbon .....	..	..	..	98	..	562	..	..	..	..	..	..
French African ports .....	..	..	..	559	13,874	284	6,417	302	..	..	..	..
French West Indies	13,326	29,700	6,120	1,180	1,173	24,006	..	103	24,645	37,376	10,924	2,253
French Guiana	1,986	1,512	302	257	216	737	..	..	1,318	2,322	222	..
Miquelon & French fisheries .....	..	2,002	..	446	..	1,329	..	226	580	4,105	..	576
Argentine	26,531	21,115	419	363	16,468	16,006	307	717	30,182	26,710	307	649
Spain on the Atlantic	11,948	11,636	628	2,398	10,636	2,208	1,843	302	13,413	10,427	2,098	135
Spain on the Mediterranean	16,587	5,319	2,684	90	6,636	479	1,010	..	8,542	865	4,834	..
Peru and other American ports	1,856	426	1,035	473	300	486	211	..	2,306	861	..	148
Galicia and Philippine islands	7,817	4,797	214	..	4,615	1,401	..	..	6,636	6,233	..	..
Spain	170,797	182,456	10,757	9,719	117,847	136,338	7,069	4,897	209,322	224,618	6,205	7,588
Portuguese West Indies	66,635	29,565	1,304	1,134	33,245	18,361	171	340	50,807	28,143	811	683
Portugal	8,290	3,305	1,921	787	6,240	2,557	2,414	543	5,121	5,713	2,471	173
Madagascar	1,244	2,253	..	493	1,657	..	..	..	914	2,404	..	123
Mal and other Azores	2,270	1,622	100	100	1,257	742	345	..	1,119	1,115	102	..
Islands de Verd	448	3,219	..	..	335	1,302	..	167	650	1,097	105	382
Indian ports .....	..	108	..	..	3,143	3,350	..	1,117	..	..	..	..
Y	4,500	7,867	1,031	1,402	10,588	505	1,544	080	5,245	2,340	1,963	941
Ly	18,390	1,272	6,167	3,016	1,705	1,951	954	260	14,611	1,043	7,004	3,226
Indian	814	1,153	255	776	5,239	8,679	..	1,782	2,366	4,306	922	1,861
Indian Islands	315	..	..	..	9,653	1,533	..	..	..	..	..	..
Java	4,547	10,320	332	261	1,022	..	375	..	5,464	10,597	1,006	3,918
Sumatra	4,257	1,816	..	..	16,927	16,185	165	927	2,803	2,773	1,091	..
Java, &c. .....	..	..	..	..	23,820	22,727	1,006	2,360	..	..	..	..
Java	22,400	24,316	1,768	1,309	1,806	1,802	..	..	19,019	20,065	1,876	1,779
Java	13,481	15,912	1,586	1,226	9,991	8,030	1,176	684	24,934	22,636	4,170	1,804
Java	12,287	9,742	2,796	3,211	..	..	..	..	11,601	8,835	1,408	1,880
Java	1,837	1,616	744	401	..	..	..	..	2,146	1,601	..	..
Central America	2,381	1,638	..	165	1,096	1,245	200	..	2,547	..	119	120

(continued)

COUNTRIES.	1842				1843				1844			
	AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Brazil	37,058	37,778	5,593	2,043	32,466	32,006	2,119	1,395	48,550	46,250	14,802	1,816
Argentine Republic.	11,617	2,120	2,260	..	6,886	2,144	200	..	11,668	4,833	2,008	566
Chilpatine Republic.	6,104	14,215	938	812	2,755	6,858	..	393	445	12,519	615	1,189
Chili	3,072	7,092	..	694	8,185	5,378	..	..	3,206	7,247	..	..
Peru	316	..	..	..	277	440	..	..	551	404	..	..
South America, generally .....	..	1,587	..	..	..	755	..	..	95	..	..	..
China	12,125	7,259	362	364	13,460	13,532	..	..	15,035	11,262	364	..
Europe, generally .....	..	..	..	..	..	..	..	..	..	..	..	604
Asia, generally	3,261	6,155	..	..	823	4,513	..	..	591	4,512	..	..
Africa, generally	8,125	6,462	396	117	4,613	3,960	420	140	8,053	9,878	1,648	257
West Indies, generally .....	..	16,920	71	710	142	15,034	..	169	..	15,425	..	168
Atlantic Ocean	9,882	9,650	..	..	5,543	3,897	..	..	5,121	6,787	..	..
South Seas	35,946	50,481	..	..	32,396	26,540	..	..	47,723	51,620	..	400
Sandwich islands	799	510	..	..	1,220	593	..	..	1,245	1,972	..	..
North-west coast of America .....	..	202	..	..	..	..	..	..	298	667	..	..
Uncertain places .....	..	..	..	..	..	..	..	..	..	..	..	..
Total	1,510,111	1,530,451	732,775	740,497	1,143,523	1,268,083	534,752	523,945	1,977,438	1,910,924	916,992	906,814

NATIONAL Character of the Vessels Entered and Cleared the United States, in 1844.

NATIONAL CHARACTER.	ENTERED.		CLEARED.	
	No.	tons.	No.	tons.
Austrian	3	1,033	2	565
Belgian	7	2,200	9	2,867
British	5030	760,747	4953	756,069
French	55	17,257	54	17,893
Spanish	46	6,974	47	7,105
Hanseatic	155	52,669	156	53,814
Hanoverian	10	2,027	9	1,724
Russian	5	1,824	8	2,675
Prussian	21	5,526	21	5,155
Swedish	110	34,706	108	33,007
Norwegian	26	7,076	20	5,885
Dutch	13	2,501	10	1,835
Portuguese	1	102	..	..
Neapolitan	2	445	3	668
Sicilian	16	3,850	17	4,139
Sardinian	6	1,317	5	945
Texan	12	1,426	15	1,779
Mexican	15	1,493	13	1,146
Columbian	1	49	2	109
Venezuelan	11	1,559	11	1,539
Buenos Ayrcan	1	306	1	306
Danish	31	5,896	36	6,929
Total	5677	916,992	5500	906,814

STATEMENT exhibiting the Number of American and Foreign Vessels, with their Tonnage, which Cleared from, and Entered the United States for, and to Foreign Countries, from the 1st of July, 1843, to the 30th of June, 1844.

COUNTRIES.	C L E A R E D.						E N T E R E D.					
	American.		Foreign.		Total American and Foreign.		American.		Foreign.		Total American and Foreign.	
	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.
Russia	20	6,308	0	1,081	26	8,289	45	14,656	2	736	47	15,392
Prussia	1	164	21	5,009	22	5,173	2	442	9	2,148	11	2,590
Sweden .....	..	..	20	4,629	20	4,629	5	1,180	40	11,212	45	12,392
Swedish West Indies.....	11	1,478	1	141	12	1,619	6	763	..	..	6	763
Denmark	2	481	13	2,567	15	3,048	1	228	1	172	2	400
Danish West Indies	154	24,548	3	363	157	24,911	157	23,789	10	2,482	167	26,271
Holland	65	23,786	61	16,589	126	40,375	72	27,577	23	5,240	95	32,817
Dutch East Indies	12	4,656	1	251	13	4,907	9	3,341	..	..	9	3,341
Dutch West Indies.....	43	4,981	1	89	44	5,070	122	17,530	1	682	123	18,192
Dutch Guiana.....	38	7,363	..	..	38	7,363	34	6,602	..	..	34	6,602
Belgium.....	21	8,148	59	18,339	80	26,487	51	18,882	18	5,587	69	24,469
Hanse Towns.....	32	12,749	130	50,650	171	63,405	63	20,729	121	43,566	184	64,295
England	547	311,746	350	192,583	897	504,329	524	292,330	371	197,405	895	489,735
Scotland.....	20	7,849	30	13,418	50	21,297	18	7,838	38	18,870	56	26,714
Ireland	1	191	2	786	3	977	3	1,347	48	23,039	51	25,286
Gibraltar.....	60	13,873	12	2,573	72	16,446	14	4,036	6	2,413	20	6,449
Malta	3	611	..	..	3	611	1	396	1	410	2	806
British East Indies.....	24	10,179	..	..	24	10,179	16	7,140	..	..	16	7,140
British African ports.....	1	129	1	127	2	256	..	..	2	458	2	458
Australia.....	1	415	..	..	1	415	3	986	..	..	3	986
Mauritius.....	3	683	..	..	3	683	..	..	..	..	..	..
Cape of Good Hope.....	5	1,689	..	..	5	1,689	1	213	1	250	2	463
British West Indies.....	779	123,501	252	26,854	1,031	150,355	498	76,315	316	40,956	814	117,271
British Guiana.....	74	10,470	27	2,868	101	13,338	34	4,815	37	6,860	71	11,705
Honduras.....	57	7,914	4	307	61	8,221	41	5,991	4	558	45	6,549
Canada.....	2664	665,852	1002	312,377	4,666	978,229	2700	689,355	1033	307,941	4,642	997,296
New Brunswick, &c.....	220	31,013	2361	203,854	2,581	234,867	257	34,232	2260	165,981	2,517	305,808
France on the Atlantic.....	219	109,327	43	15,989	262	125,316	224	100,006	25	8,980	249	118,046
France on the Mediterranean.....	58	17,868	2	650	60	18,524	52	18,133	13	3,933	65	22,066
French West Indies.....	236	37,375	9	2,253	245	39,628	154	24,645	36	10,924	190	35,500
French Guiana.....	15	2,322	..	..	15	2,322	9	1,313	..	..	11	1,635
Miquelon and French fisheries	37	4,105	7	570	44	4,681	5	580	..	..	5	580
French African ports.....	..	..	7	862	7	862	..	..	..	..	..	..
Hayti.....	215	26,710	3	640	218	27,350	237	30,182	2	307	239	30,489
Spain on the Atlantic.....	36	10,427	1	135	37	10,562	39	13,413	7	2,098	46	15,511
Spain on the Mediterranean.....	4	865	..	..	4	865	40	8,542	17	4,834	57	13,376
Teneriffe, and other Canaries.....	4	861	1	148	5	1,009	13	2,306	2	302	15	2,608
Manilla, and Philippine Islands	13	6,233	..	..	13	6,233	16	6,636	..	..	16	6,636
Cuba.....	1254	224,610	42	7,586	1,296	232,206	1252	209,322	37	5,205	1,289	214,527
Other Spanish West Indies.....	180	28,143	4	683	184	28,826	339	50,807	3	511	342	51,318
Portugal.....	29	5,743	1	172	30	5,915	22	5,121	8	2,471	30	7,592
Madeira.....	12	2,404	1	122	13	2,526	4	914	..	..	4	914
Fayal, and the other Azores.....	7	1,115	..	..	7	1,115	6	1,119	1	102	7	1,221
Capo de Verd Islands.....	11	1,097	2	382	13	2,079	4	659	1	105	5	764
Italy.....	8	2,340	4	941	12	3,281	21	5,245	7	1,953	28	7,208
Sicily.....	4	1,045	14	3,280	18	4,331	56	14,161	28	7,004	82	21,165
Sardinia.....	15	4,395	6	1,581	21	5,976	7	2,536	4	922	11	3,458
Trieste.....	28	10,597	14	3,918	42	14,515	15	5,464	3	1,066	18	6,470
Turkey.....	12	2,773	..	..	12	2,773	12	2,803	5	1,091	17	3,894
Texas.....	82	20,065	15	1,779	97	21,844	78	19,010	15	1,876	93	20,885
Mexico.....	166	22,630	21	1,401	187	24,440	185	24,934	30	4,170	215	29,104
Central America.....	15	2,251	1	120	16	2,371	16	2,547	1	119	17	2,660
Venezuela.....	64	8,835	12	1,839	76	10,674	86	11,601	10	1,499	96	13,099
New Granada.....	12	1,691	..	..	12	1,691	14	2,140	..	..	14	2,140
Brazil.....	225	46,250	8	1,816	233	48,066	225	48,550	61	14,802	286	63,352
Argentine Republic.....	10	4,333	3	566	22	5,309	50	11,068	8	2,008	58	13,676
Chilipatine Republic.....	54	12,519	5	1,169	59	13,678	2	4445	3	615	5	1,000
Chili.....	20	7,247	..	..	20	7,247	8	3,206	..	..	8	3,206
Peru.....	2	404	..	..	2	404	2	551	..	..	2	551
China.....	27	11,262	..	..	27	11,262	32	15,035	1	364	33	15,399
Europe, generally.....	..	..	3	604	3	604	..	..	..	..	..	..
Asia, generally.....	15	4,542	..	..	15	4,542	2	501	..	..	2	501
Africa, generally.....	51	9,878	2	257	53	10,135	48	8,953	7	1,648	55	10,601
West Indies, generally.....	128	15,425	2	188	130	15,593	..	..	..	..	..	..
Sandwich Islands.....	7	1,972	..	..	7	1,972	4	1,245	..	..	4	1,245
Atlantic Ocean.....	38	8,787	..	..	38	8,787	32	5,121	..	..	32	5,121
South Seas.....	161	51,620	1	400	162	52,020	149	47,723	..	..	149	47,723
North-west Coast of America	2	667	..	..	2	667	1	298	..	..	1	298
South America, generally.....	..	..	..	..	..	..	..	95	..	..	1	95
Total.....	8343	2,010,924	3500	906,814	13,843	2,917,738	8148	1,977,438	5577	916,992	13,725	2,894,430

STATEMENT of the Tonnage cleared from each State and Territory, from the 1st of July, 1843, to the 30th of June, 1844.

STATES AND TERRITORIES.	AMERICAN.				FOREIGN.				TOTAL AMERICAN AND FOREIGN.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.
Maine.....	503	91,020	3,766	174	754	61,929	3,409	38	1,237	152,949	7,165	212
New Hampshire....	2	201	9	1	90	4,515	202	..	92	4,716	211	1
Vermont.....	340	56,336	1,745	564	..	..	..	..	340	56,336	1,745	564
Massachusetts.....	1065	229,281	11,778	85	1291	105,118	6,580	1	2,356	334,399	18,358	86
Rhode Island.....	93	17,471	966	83	8	1,792	76	..	101	19,263	1,062	53
Connecticut.....	153	33,381	2,070	189	40	4,780	253	..	193	38,161	2,323	199
New York.....	3579	978,813	53,064	1696	2213	414,625	31,515	598	5,792	1,393,438	65,179	2284
New Jersey.....	2	609	26	..	..	..	..	..	2	609	26	..
Pennsylvania.....	394	70,650	3,223	270	59	8,267	443	71	453	79,277	3,666	241
Delaware.....	25	3,882	193	3	..	..	..	..	25	3,882	193	3
Maryland.....	346	69,834	3,107	..	111	21,205	1,211	..	457	91,039	4,378	..
District of Columbia	82	9,301	415	11	24	3,983	197	7	86	13,284	612	18
Virginia.....	207	44,100	1,867	..	29	7,343	333	..	236	51,443	2,200	..
North Carolina.....	263	35,476	1,724	2	30	4,008	229	..	293	39,544	1,952	2
South Carolina.....	238	49,801	2,110	51	159	48,926	1,839	258	397	98,727	3,949	309
Georgia.....	93	23,574	949	..	75	38,901	1,363	..	168	62,475	2,312	..
Alabama.....	134	47,097	1,766	..	86	53,938	1,918	..	220	101,035	3,684	..
Louisiana.....	712	237,179	9,097	9	289	101,056	4,306	1	1,001	338,235	13,403	10
Mississippi.....	..	..	..	..	..	..	..	..	..	..	..	..
Tennessee.....	..	..	..	..	..	..	..	..	..	..	..	..
Missouri.....	..	..	..	..	..	..	..	..	..	..	..	..
Ohio.....	33	2,633	132	..	144	14,162	645	..	177	16,815	777	..
Kentucky.....	..	..	..	..	..	..	..	..	..	..	..	..
Michigan.....	1	18	4	..	60	5,757	281	..	61	5,775	285	..
Florida Territory...	93	10,247	619	..	38	6,099	275	..	136	16,346	895	..
Total.....	8743	2,010,924	99,300	3108	5500	906,814	55,075	964	13,843	2,917,738	154,375	4072

STATEMENT of the Tonnage entered into each State and Territory, from the 1st of July, 1843, to the 30th of June, 1844.

STATES AND TERRITORIES.	AMERICAN.				FOREIGN.				TOTAL AMERICAN AND FOREIGN.			
	No.	Tons.	Crews.		No.	Tons.	Crews.		No.	Tons.	Crews.	
			Men.	Boys.			Men.	Boys.			Men.	Boys.
Maine.....	268	52,815	2,046	102	758	61,008	3,387	36	1,026	113,823	5,433	138
New Hampshire....	14	6,192	182	10	94	4,768	214	..	108	10,950	406	10
Vermont.....	348	55,495	1,738	546	..	..	..	..	348	55,495	1,738	546
Massachusetts.....	1215	273,843	12,785	474	1204	104,545	6,782	1	2,509	378,388	19,567	475
Rhode Island.....	94	17,746	890	31	8	1,021	55	..	102	18,767	945	31
Connecticut.....	119	26,265	1,544	90	45	5,378	277	..	164	31,643	1,821	90
New York.....	3889	1,065,996	57,708	1781	2331	433,742	32,418	579	6,220	1,499,738	90,126	2360
New Jersey.....	..	..	..	..	3	297	14	..	3	297	14	..
Pennsylvania.....	377	76,795	3,259	305	71	12,738	600	104	448	89,533	3,859	409
Delaware.....	12	1,957	122	1	..	..	..	..	12	1,957	122	1
Maryland.....	298	61,469	2,622	..	111	21,344	1,116	..	409	82,813	3,738	..
District of Columbia	24	4,380	197	3	22	3,430	173	7	46	7,790	370	10
Virginia.....	94	18,552	832	..	21	4,702	220	..	115	23,254	1,052	..
North Carolina.....	196	25,814	1,281	8	27	3,529	203	..	223	29,343	1,484	8
South Carolina.....	163	28,604	1,318	37	182	47,239	1,903	271	345	75,843	3,223	308
Georgia.....	58	32,774	1,480	..	73	37,004	1,368	..	131	69,778	2,848	..
Alabama.....	102	27,095	1,085	..	86	53,676	1,903	..	188	80,771	2,988	..
Louisiana.....	730	211,656	8,426	33	281	99,705	4,321	6	1,011	311,361	12,747	39
Mississippi.....	..	..	..	..	..	..	..	..	..	..	..	..
Tennessee.....	..	..	..	..	..	..	..	..	..	..	..	..
Missouri.....	..	..	..	..	..	..	..	..	..	..	..	..
Ohio.....	80	2,691	134	..	98	8,570	358	..	118	11,261	492	..
Kentucky.....	..	..	..	..	..	..	..	..	..	..	..	..
Michigan.....	3	129	6	..	75	7,149	337	..	78	7,278	343	..
Florida Territory....	114	11,490	754	..	37	6,557	397	..	151	18,047	1,151	..
Total.....	8148	1,977,488	97,450	3421	5577	916,992	53,948	1004	13,725	2,894,480	153,407	4425

The Number and Class of Vessels built, and the Tonnage thereof, in each State and Territory of the United States, for the Year ending 30th June, 1844.

STATES.	Ships.	Brigs.	Schooners.	Sloops and Canal Boats.	Steamboats.	TOTAL.	Tonnage.
	number.	number.	number.	number.	number.	number.	tons. 95ths.
Maine	27	15	52	..	2	96	20,200 17
New Hampshire	1	..	2	..	..	3	754 88
Vermont .....	..	..	..	..	..	..	..
Massachusetts	18	5	19	1	..	43	9,584 75
Rhode Island	5	2	..	..	..	7	2,813 76
Connecticut	1	..	8	9	7	25	2,014 12
New York	11	11	27	116	16	161	21,518 79
New Jersey .....	..	..	10	10	1	21	1,332 84
Pennsylvania	4	3	2	96	30	141	13,075 68
Delaware .....	..	1	4	3	..	8	385 87.
Maryland	6	6	42	1	..	55	5,417 81
District of Columbia .....	..	..	..	31	..	31	850 13
Virginia .....	..	..	4	2	4	10	717 30
North Carolina .....	..	..	0	3	..	12	587 18
South Carolina .....	..	..	4	1	2	7	583 89
Georgia .....	..	..	..	1	..	1	72 11
Florida .....	..	..	1	..	..	1	72 22
Alabama .....	..	..	..	..	..	..	..
Mississippi .....	..	1	8	4	2	15	668 80
Louisiana .....	..	..	..	..	9	9	2,567 04
Missouri .....	..	..	..	..	2	2	271 21
Tennessee .....	..	..	..	..	35	35	7,165 11
Kentucky .....	..	2	4	..	43	49	9,498 89
Ohio .....	..	1	8	1	4	14	2,384 87
Michigan .....	..	..	..	..	..	..	..
Total	73	47	204	279	163	766	103,537 20

CONDENSED View of the Tonnage of the several Districts of the United States, on the 30th of June, 1844.

STATES.	DISTRICTS.	Registered tonnage.	Enrolled and licensed tonnage.	Total tonnage of each district.
		tons and 95ths.	tons and 95ths.	tons and 95ths.
Maine	Passamaquoddy	3,298 15	5,874 10	9,172 31
"	Machias	1,037 94	13,057 40	14,095 39
"	Frenchman's Bay	1,714 58	17,904 74	19,619 37
"	Penobscot	5,521 31	21,950 30	27,470 70
"	Belfast	11,134 73	24,253 70	35,388 57
"	Waldoborough	18,621 68	38,735 81	57,357 54
"	Wiscasset	5,342 58	9,558 82	14,901 45
"	Bath	38,938 85	18,891 02	57,829 87
"	Portland	408,45 89	16,401 88	57,347 82
"	Saco	1,544 35	2,176 07	3,721 07
"	Kennebunk	4,882 80	2,374 11	7,256 91
"	York	....	1,155 72	1,155 72
Vermont	Burlington	....	2,762 86	2,762 86
New Hampshire	Portsmouth	14,645 74	8,279 50	22,925 29
Massachusetts	Newburyport	16,162 65	4,910 55	21,073 25
"	Ipswich	....	2,051 56	2,051 56
"	Gloucester	2,681 76	13,161 91	15,843 72
"	Salem	21,931 74	12,322 32	34,254 11
"	Marblehead	1,520 47	8,009 81	9,529 33
"	Boston	175,330 52	35,554 47	210,885 04
"	Plymouth	6,825 74	9,030 30	15,855 00
"	Fall River	2,716 22	4,954 00	7,670 22
"	New Bedford	94,747 26	9,381 02	104,128 28
"	Barnstable	5,995 25	34,212 38	40,207 63
"	Edgartown	6,956 52	1,131 37	8,087 89
"	Nantucket	27,749 30	3,765 15	31,514 54
Rhode Island	Providence	16,476 63	5,515 54	21,992 22
"	Bristol	12,454 81	2,482 14	14,937 00
"	Newport	6,447 00	4,795 94	11,242 94
Connecticut	Middletown	1,082 58	9,539 31	10,621 89
"	New London	28,125 68	9,640 39	37,766 13
"	Stonington	6,012 80	4,830 20	10,843 15
"	New Haven	5,152 39	6,283 17	11,435 56
"	Fairfield	713 93	10,793 30	11,507 23
New York	Champlain	....	3,192 34	3,192 34
"	Sackett's harbour	....	3,055 23	3,055 23
"	Oswego	....	9,387 89	9,387 89
"	Niagara	....	12 49	12 49
"	Genesee	....	235 06	235 06
"	Oswegatchie	....	1,022 03	1,022 03
"	Buffalo creek	....	20,522 23	20,522 23
"	Eaz harbour	19,618 59	5,008 23	24,626 91
"	New York	253,868 23	271,273 75	525,142 03

(continued)

STATES.	DISTRICTS.	Registered tonnage.	Enrolled and licensed tonnage.	Total tonnage of each district.
		tons and 95ths.	tons and 95ths.	tons and 95ths.
New York.....	Cape Vincent	....	2,720 51	2,720 51
New Jersey.....	Perth Amboy	218 09	10,538 50	10,756 59
"	Bridgetown	227 30	10,419 59	10,676 89
"	Burlington	....	4,104 66	4,104 66
"	Camden	....	5,420 28	5,420 28
"	Newark	552 86	13,015 01	13,567 87
"	Little Egg harbour	....	4,738 89	4,738 89
"	Great Egg	....	10,409 53	10,409 53
Pennsylvania.....	Philadelphia	40,205 59	74,599 24	114,894 83
"	Presque isle	....	4,213 46	4,213 46
"	Pittsburg	....	9,232 71	9,232 71
Delaware.....	Wilmington	2,209 63	3,878 39	6,088 07
"	Newcastle	....	4,824 16	4,824 16
Maryland	Baltimore	41,541 40	34,961 72	76,503 17
"	Oxford	....	9,861 24	9,861 24
"	Vienna	337 75	12,178 55	12,516 35
"	Snow Hill	....	6,313 50	6,313 50
"	St. Mary's	....	1,778 66	1,778 66
"	Town Creek	....	1,574 16	1,574 16
"	Annapolis	....	2,492 19	2,492 19
D. of Columbia ...	Georgetown	2,633 68	6,367 11	9,000 79
"	Alexandria	6,591 48	3,945 48	10,537 02
Virginia.....	Norfolk	19,034 84	8,515 46	18,550 35
"	Petersburg	948 76	698 39	1,647 20
"	Richmond	3,514 47	4,536 88	8,051 40
"	Yorktown	....	2,001 35	2,001 35
"	East River	....	3,219 32	3,219 52
"	Tappahannock	406 93	4,383 46	4,790 44
"	Folly Landing	....	2,931 50	2,931 50
"	Yecomico	....	3,227 27	3,227 27
"	Cherrystone	....	1,495 37	1,495 37
"	Wheeling	....	1,340 18	1,340 18
North Carolina ..	Wilmington	11,222 54	3,504 63	14,727 24
"	Newbern	1,558 90	2,416 31	3,975 26
"	Washington	1,267 12	2,215 02	3,482 14
"	Edenton	154 03	1,060 77	1,218 80
"	Camden	802 61	8,173 92	8,976 61
"	Beaufort	254 80	1,401 49	1,656 34
"	Plymouth	898 14	1,015 83	1,914 02
"	Ocracoke	....	1,088 45	1,088 45
South Carolina ...	Charleston	9,445 87	9,864 15	19,310 07
"	Beaufort	....	329 92	329 92
"	Georgetown	566 44	941 68	1,508 17
Georgia	Savannah	8,132 17	6,492 41	14,624 58
"	Sunbury	....	....	....
"	Brunswick	698 07	779 66	1,477 73
"	Hardwick	....	....	....
"	St. Mary's	765 52	237 30	1,002 82
Florida.....	Pensacola	1,006 67	866 89	1,933 61
"	St. Augustine	306 62	212 40	609 13
"	Apalachicola	....	3,090 24	3,090 24
"	St. Mark's	....	142 18	142 18
"	St. Johns	....	309 13	309 13
"	Key West	2,443 82	1,049 15	3,493 02
Alabama	Mobile	3,827 33	11,397 11	15,214 44
Mississippi	Pearl River	....	1,341 10	1,341 10
Louisiana	New Orleans	55,620 83	105,422 04	161,012 92
"	Teche	....	726 01	726 01
Tennessee	Nashville	....	5,688 78	5,688 78
Kentucky	Louisville	....	7,114 44	7,114 44
Ohio	Cuyahoga	....	14,196 84	14,196 84
"	Sandusky	....	2,407 22	2,407 22
"	Cincinnati	....	13,139 39	13,139 39
"	Miami	....	2,371 52	2,371 52
Michigan.....	Detroit	....	14,901 17	14,901 17
"	Michilimackinac	....	498 75	498 75
Missouri	St. Louis	....	16,664 53	16,664 53
Total.....	.....	1,008,764 91	1,211,310 11	2,280,095 07

NUMBER and Tonnage of Sailing Vessels, registered in England, on the 31st day of December, 1843. VESSELS which entered inwards, Coastwise, in the Year 1843.

DESCRIPTION.	Vessels.	Tonnage.	PLACES.	Vessels.	Tonnage.
	number.	tons.		number.	tons.
Under fifty tons each	6,155	185,832	In England } Scotland } Ireland }	98,286	12,532,207
Over fifty tons each.....	10,627	2,019,414		19,033	
Steam vessels under fifty tons	837	8,119		16,476	
" over fifty tons	809	63,123	England } Scotland } Ireland }	5,294	2,681
In Scotland, sailing vessels	3,549	481,670		2,681	
steam vessels...	128	....		....
In Ireland, sailing vessels...	1,024	....	England } Ireland }	....	....
steam vessels...	81	198,419		....

The amount of tonnage of vessels which cleared outwards, coastwise, in the same period was 12,571,031 tons.

AMERICA.

Number and Tonnage of Vessels that were Built and Registered in the several Ports of the British Empire, in the Years 1841, 1842, and 1843.

U.K. & C.B.	1841				1842				1843			
	Steam Vessels		Sailing Vessels		Steam Vessels		Sailing Vessels		Steam Vessels		Sailing Vessels	
	No	tons.	No	tons.	No	tons.	No	tons.	No	tons.	No	tons.
United Kingdom	48	11,463	1063	148,215	58	13,719	894	116,313	46	6129	638	76,948
Isles of Guernsey, Jersey, and Man.....	..	..	81	8,731	1	198	56	3,148	..	..	88	3,376
Plantations	6	1,928	662	131,829	8	1,017	530	74,845	7	610	879	89,478
Total.....	54	12,391	1806	288,775	67	14,931	1482	194,806	53	6739	1605	118,792

NUMBER, Tonnage, and Crews of Vessels, belonging to the British Empire, on the 31st of December of each of the three Years, 1841, 1842, and 1843.

PLACES	1841			1842			1843		
	vessels	tons	men	vessels	tons	men	vessels	tons	men
United Kingdom	22,747	2,886,626	167,117	23,207	2,900,849	170,628	21,132	2,957,437	169,816
Isles of Guernsey, Jersey, and Man.....	714	44,771	5,224	747	50,571	5,396	746	50,144	5,339
British Plantations	6,691	977,081	47,837	6,861	979,430	48,585	7,085	980,896	38,822
Total.....	30,052	3,912,480	210,198	30,815	3,610,850	214,609	30,963	3,688,897	213,977

STATEMENT of the Shipping employed in the Trade of the United Kingdom, exhibiting the Number, Tonnage, and Crews of Vessels that Entered Inwards and Cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, and distinguishing the Trade with each Country, in the Year ending the 5th of January, 1844.

COUNTRIES	INWARDS						OUTWARDS					
	British			Foreign			British			Foreign		
	Ves-sels	Ton-nage	Crews.	Ves-sels	Ton-nage	Crews	Ves-sels	Ton-nage	Crews	Ves-sels	Ton-nage	Crews
EUROPE.												
Russia	1529	314,682	13,686	177	47,883	2,220	1099	231,009	10,231	181	43,441	2,015
Sweden	96	6,437	283	226	14,181	2,039	57	9,757	462	211	30,207	1,592
Norway	22	1,814	120	665	97,218	5,032	28	8,022	189	600	49,310	4,798
Denmark.....	34	4,148	219	1190	82,040	5,817	305	68,446	2,927	1729	151,045	9,184
Prussia.....	548	70,164	3,488	918	161,745	7,645	498	64,122	3,416	969	176,137	8,144
Germany.....	902	181,690	10,146	1098	102,496	6,532	935	184,298	9,854	1126	90,664	6,891
Holland.....	1620	242,029	12,615	776	78,522	5,186	1574	242,595	12,122	610	54,880	3,912
Belgium.....	743	92,174	7,805	565	77,030	4,502	653	72,261	6,517	348	47,909	3,069
France.....	4076	451,020	31,673	1931	100,156	14,509	4234	491,789	35,669	1642	127,933	13,245
Portugal Proper	391	79,783	2,444	29	3,318	251	448	38,319	2,264	55	8,404	530
" Azores.....	206	16,231	1,128	1	134	11	143	12,896	908			
" Madeira.....	25	4,767	301	2	320	22	39	8,545	592	1	207	10
Spain and Balearic is-lands.....	426	41,673	2,602	66	8,489	627	533	64,086	3,766	115	20,718	1,080
Spain and Canaries....	11	1,083	64	2	240	21	17	1,947	121	5	564	41
Gibraltar.....	199	24,275	1,873	1	200	12	247	42,918	3,387	2	303	23
Italy and Italian Islands	571	82,776	4,303	41	10,964	517	859	87,713	4,596	101	20,430	1,060
Malta.....	17	2,216	121	..	..	..	135	25,547	1,353	31	7,174	328
Ionian Islands.....	54	7,325	402	..	..	..	88	7,336	376	1	288	11
Turkey and Continental Greece.....	173	26,749	1,592	9	2,400	118	245	46,722	2,336	51	13,199	690
Mores and Greek is-lands.....	88	5,302	262	1	190	9	26	4,376	229	8	1,631	73
AFRICA.												
Egypt.....	113	31,519	1,693	..	..	..	61	18,988	1,350	3	473	23
Tripoli, Barbary, and Morocco.....	32	3,477	191	..	..	..	91	16,911	789	26	6,741	297
Senegal and coast from Morocco to River Gam-bia.....	..	..	..	3	364	20	4	1,036	81	6	961	63

(continued)

COUNTRIES.	INWARDS.						OUTWARDS.					
	British.			Foreign.			British.			Foreign.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.
Sierra Leone and coast from Gambia to the Monrovia	24	12,702	609				67	16,528	807			
Windward Coast	3	550	32				3	688	56			
Cape Coast Castle	31	1,688	289				32	5,131	351			
Coast from Rio Volta to Cape of Good Hope ..	53	16,637	1,008	1	12	11	87	29,174	1,174	1	178	10
Cape of Good Hope	28	1,888	251				112	29,184	1,574			
Triton d'Arhuna							2	60	36			
Panama	2	330	18									
Ports in the Red Sea ..							11	2,253	131			
Cape Verde Islands	7	1,021	67				22	1,915	261			
St. Helena & Ascension ..	12	2,658	123				42	11,804	606			
Mauritius	72	20,213	949									
Asia							15	6,301	271			
Arabia												
East India Company's Territories, Singapore, and Ceylon	111	200,600	11,289				371	168,072	8,152			
Sumatra												
Java	17	5,734	250	1	157	21	13	4,153	205	1	387	18
Philippine Islands	15	5,282	254				5	2,012	121	2	300	20
Other Islands of the Indian Seas	1	402	21									
China	84	39,712	1,935				73	12,298	1,600	3	1,090	63
New Holland	89	27,163	1,410				135	51,058	2,767			
New Zealand							11	4,338	227			
South Sea Island	1	192	15									
America												
British Northern Colonies	2,21	771,903	30,027				1,936	710,608	29,105	1	180	8
West Indies	734	201,230	13,115				597	253,098	14,349			
Haiti	16	2,160	135				18	2,667	138			
Cuba and other Foreign West Indies	170	51,991	2,791	56	12,891	619	202	60,018	3,006	85	27,180	1,144
United States	132	200,781	7,753	713	306,109	13,153	419	246,026	9,030	717	398,237	15,420
Mexico	67	1,615	953			207	11	9,730	628	1	973	50
Guatemala	3	800	37									
Columbia	83	16,002	896				13	8,216	475	2	336	22
Brazil	158	38,020	1,941	8	2,099	97	207	50,044	2,561	50	12,983	574
Rio de la Plata	95	21,371	1,057				56	12,826	659	5	1,118	55
Chili	70	19,484	1,000	16	1,358	198	69	18,225	941	2	435	28
Peru	40	10,151	39				27	1,161	363	2	331	22
Falkland Isles							1	208	12			
Whale Fisheries	10	12,516	1,180				11	10,067	1,108			
Guernsey, Jersey, and Man												
Total	19,500	3,645,346	191,326	8,541	1,401,910	69,701	19,334	3,637,833	197,976	8,709	1,341,433	71,718

STATEMENT of the Number, Tonnage, and Crews of Vessels (including their repeated Voyages), that Entered Inwards and Cleared Outwards, at the several Ports of the United Kingdom, from and to Foreign Parts, during each of the Three Years, ending the 5th of January, 1844.

YEARS.	British and Irish Vessels.			Foreign Vessels.			TOTAL.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
	number.	number.	number.	number.	number.	number.	number.	number.	number.
Inwards ..	1841	18,525	3,361,211	178,096	9,527	1,291,165	73,633	28,032	4,052,376
1842	18,987	3,294,725	178,884	8,051	1,205,303	65,052	27,011	4,500,028	241,836
1843	19,500	3,545,346	191,326	8,541	1,301,950	68,791	28,011	4,847,296	261,117
Outwards ..	1841	18,464	3,429,279	186,096	9,786	1,316,892	75,694	28,250	4,766,171
1842	18,785	3,375,270	186,816	8,375	1,252,176	68,491	27,160	4,627,446	253,309
1843	19,334	3,635,833	197,970	8,709	1,341,433	71,718	28,043	4,977,266	269,694

TONNAGE Entered the Ports of France, the United States, and Great Britain.

YEARS.	UNITED KINGDOM.		UNITED STATES.		FRANCE.	
	British.	Foreign.	American.	Foreign.	French.	Foreign.
	tons.	tons.	tons.	tons.	tons.	tons.
1815.....	1,372,108	740,985	700,000	217,413		
1816.....	1,415,723	379,405	807,462	260,142		
1817.....	1,025,121	405,011	780,136	212,166		
1818.....	1,686,394	702,457	755,101	161,414		
1819.....	1,809,128	532,648	783,370	85,898		
1820.....	1,668,060	447,011	801,253	78,859	335,942	354,550
1821.....	1,599,274	306,256	765,098	82,915	316,243	307,092
1822.....	1,664,186	409,151	787,961	112,407	285,560	423,044
1823.....	1,746,859	582,996	775,271	117,297	229,129	423,162
1824.....	1,797,320	759,441	850,033	89,381	316,480	438,005
1825.....	2,144,598	958,132	880,754	94,836	329,735	414,670
1826.....	1,950,630	694,116	942,206	120,716	355,756	441,682
1827.....	2,806,898	751,864	908,808	137,562	353,102	475,500
1828.....	2,094,557	634,620	863,381	147,000	346,501	527,630
1829.....	2,184,525	710,403	872,940	130,098	331,049	581,755
1830.....	2,180,042	758,828	967,227	136,410	340,171	669,283
1831.....	2,367,322	874,605	922,952	217,056	333,216	461,194
1832.....	2,185,980	634,579	949,622	421,607	399,948	714,636
1833.....	2,183,844	762,083	1,111,441	520,874	358,157	622,735
1834.....	2,208,263	833,905	1,074,670	568,052	394,486	736,918
1835.....	2,442,734	800,900	1,352,653	641,310	407,909	766,033
1836.....	2,505,473	988,899	1,255,384	680,213	550,121	889,345
1837.....	2,616,166	1,002,940	1,299,720	765,703	592,124	910,111
1838.....	2,785,387	1,211,656	1,302,974	592,110	620,140	915,000
1839.....	3,101,650	1,331,365	1,490,279	624,514	642,130	924,220
1840.....	3,197,561	1,460,294	1,576,940	712,363	665,178	1,070,737
1841.....	2,900,749	1,081,389	1,631,909	736,444	630,071	1,103,280
1842.....	2,680,838	971,768				
1843.....						
1844.....						

NUMBER and Tonnage of Vessels employed in the Coasting Trade which Entered Inwards and Cleared Outwards with Cargoes, at the several Ports of the United Kingdom, during the Years ending 5th of January, 1843 and 1844.

COASTING TRADE.	ENTERED INWARDS.				CLEARED OUTWARDS.			
	Year ending the 5th of January.				Year ending the 5th of January.			
	1843		1844		1843		1844	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
	number.	tons.	number.	tons.	number.	tons.	number.	tons.
Employed between Great Britain and Ireland.....	9,060	1,148,907	10,104	1,255,901	17,433	1,082,828	10,760	1,670,874
Other coasting vessels.....	118,780	9,636,543	121,357	9,566,275	123,557	9,619,829	124,937	9,650,964
Total.....	127,840	10,785,450	131,461	10,822,176	411,010	1,302,657	141,697	11,321,139

NUMBER and Tonnage of Vessels employed in the Foreign Trade of the United Kingdom, during the Years ending 5th of January, 1843 and 1844.

COUNTRIES TO WHICH THE VES- SELS BELONGED.	ENTERED INWARDS.				CLEARED OUTWARDS.			
	Year ending the 5th of January.				Year ending the 5th of January.			
	1843		1844		1843		1844	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
	number.	number.	number.	number.	number.	number.	number.	number.
United Kingdom and its dependencies.....	13,823	2,680,838	13,964	2,919,528	15,197	2,734,083	15,206	2,727,806
Russia.....	220	65,249	160	45,506	127	38,269	138	39,281
Sweden.....	207	32,222	190	32,476	198	27,054	206	30,855
Norway.....	679	107,429	698	111,402	264	30,929	342	38,810
Denmark.....	756	54,066	938	65,254	1,092	87,487	1,431	107,009
Prussia.....	711	138,431	809	157,935	605	108,517	835	154,457
Other German states..	803	74,388	657	60,736	907	91,732	1,127	100,468
Holland.....	491	40,509	432	38,466	612	49,475	675	56,673
Belgium.....	256	25,819	235	33,487	354	53,118	297	44,906
France.....	801	30,256	590	29,791	1,250	93,533	1,053	87,845
Spain.....	78	10,585	64	9,179	66	9,989	63	8,479
Portugal.....	31	3,544	32	3,982	27	3,217	34	3,842
Italian States.....	182	43,732	40	11,176	159	38,016	58	14,670
Other European States	6	1,727	4	926	3	944	8	1,829
United States of America.....	574	325,814	748	405,978	570	323,329	605	325,606
Other States in America, Africa or Asia..	6	1,301	2	310	5	1,492	2	674
Total.....	19,674	3,665,230	19,564	3,925,422	21,402	3,691,574	21,960	3,753,369

STATEMENT of the Number, Tonnage, and Crews of Vessels that belonged to the several British Plantations in the Year 1843.

COUNTRIES.	Vessels.	Tons.	Crews	COUNTRIES.	Ves.sels.	Tons.	Crews.
EUROPE.	number.	number.	number.		number.	number.	number.
Malta	84	14,926	772	Nova Scotia	1964	108,004	6,329
				Cape Breton	480	20,402	1,669
AFRICA.				Prince Edward's Island	214	15,874	692
Bathurst	26	1,201	210				
Sierra Leone	18	1,754	106	BRITISH WEST INDIES.			
Cape of Good Hope	26	3,154	252	Antigua	53	864	217
Mauritius	123	12,411	1,456	Bahamas	144	3,433	720
				Barbadoes	41	1,778	266
ASIA.				Berbee	17	773	82
Bombay	108	46,452	2,600	Bermuda	55	3,944	344
Malabar	15	6,199	305	Demerara	54	2,754	277
Tanjore	33	5,070	257	Dominica	11	482	70
Madras	33	5,850	231	Grenada	46	782	195
Coringa	17	3,384	136	Jamaica	117	4,504	640
Calcutta	179	48,608	2,506	Montserrat	5	131	23
Ceylon	620	28,826	2,480	Nevis	8	161	38
New Holland, Sydney	275	27,814	2,446	St. Christopher's	35	528	108
Van Diemen's Land and New Zealand	152	10,663	948	St. Lucia	19	913	132
				St. Vincent's	32	1,211	191
AMERICA.				Tobago	8	191	49
(British Northern Colonies)				Tortola	45	257	119
Newfoundland	775	44,001	4,182	Trinidad	61	1,884	345
Canada	339	53,547	3,012				
New Brunswick	643	93,289	3,907	Total	7085	280,806	38,442

CHAPTER XXIII.

FOREIGN TRADE OF THE UNITED STATES OF AMERICA.

DURING the colonial government of the English settlements in the countries now forming the United States, although the absurd and mischievous commercial policy of the rulers and legislators of the British empire limited the navigation, industry, and trading enterprise of the colonists, yet the persevering Anglo-Saxon spirit of the colonists urged them over the seas to every port in the world, except those to which the navigation laws prohibited them to trade.

The following brief chronological sketch will exhibit the progress of the navigation and trade of the old British colonies, and of the United States, until the year 1800.

1607. The first permanent settlement, after various disastrous attempts, established in Virginia.

1609. Henry Hudson, an Englishman in the service of the Dutch, sailed from the Texel in the beginning of this year, with the design of sailing to the East Indies by a north-west course. He entered into the river Manhattan, and departed in October for England. Dutch ships were sent the next year to open a trade with the natives.

1616. *Tobacco* about this time first cultivated by the English in Virginia.

Four ships sailed from London, and four from Plymouth to New England, from whence they carried cargoes of fish and oil, which were sold with profit in Spain and the Canary islands.

1618. The only commodities exported from Virginia, at this time, were tobacco and sassafras. The use of the plough introduced in Virginia.

1619. *Tobacco*.—King James prohibited the sale of tobacco, in gross or retail, either in England or Ireland, until the custom should be paid and the royal seal affixed. Twenty thousand pounds of tobacco exported this year from Virginia to England, nearly the whole crop of the preceding year.

1621. *Parliamentary Acts respecting Tobacco*.—The English parliament resolved, "that all foreign tobacco shall be *barred*, but that of Virginia, or any of the king's dominions, shall not be held foreign." A bill, for the restraint of the inordinate use of tobacco passed in May. *No tobacco was to be imported after the 1st of October, 1621, but from Virginia and the Somers isles, and, after that day, none was to be planted in England.* There was to be paid to the king, for custom, *sixpence a pound*, in consideration of the loss he might sustain in his revenue. None was to be sold by the merchant for more than *eight shillings* the pound, but they who should sell tobacco by the pipe, might make the most they could. *This is the first instance of the policy of promoting the importation of the produce of the colonies in preference to the produce of foreign States.*

1622. *Tobacco*.—The tobacco exported from Virginia to England, on an average, for seven years previous to 1622, amounted to 142,085 pounds a year.

Fishery.—Thirty-five ships which sailed this year from the west of England, and two from London, to fish on the New England coasts, made successful voyages.

Limit on the Trade to New England.—The Plymouth company complained to King James of the encroachments and injuries of interlopers on their American commerce and possessions, and applied to him for relief. The king issued a proclamation, commanding that none should frequent the coasts of New England but the adventurers and planters, or traffic with the Indians, otherwise than by the licence of the council of Plymouth. Chalmers says, "This remarkable edict, far from proving beneficial to the company, really brought on its dissolution."

1624. *Fishing*.—About fifty English ships sailed in the spring of this year, to fish on the coasts of New England.

1626. *Newfoundland Fishery*.—The coast of Newfoundland, for several years frequented by about 250 sail of English vessels, estimated at 15,000 tons, employing 5000 persons, and an annual profit of about 135,000*l.* sterling.

1627. *Trade of the Colony of Plymouth*.—The governor and others hired the trade of the colony for six years; and for this privilege, together with the *shallop* and the *pinnace* built at Monamet, undertook to pay 1800*l.* and all other debts of the planters; to bring over to them 50*l.* a year in hoes, shoes, and sell them for corn at 6*s.* a bushel; and, at the end of the term, to return the *monopoly* to the company.

1628. *Dutch Trade with Plymouth*.—A Dutch bark, from Manhattan, arrived at Plymouth, New England. After this commencement of trade, the Dutch often sent goods to the same place, and a traffic was continued for several years. The Plymouth colonists exchanged tobacco for linens, stuffs, and other articles.

1631. *Corn made a Legal Tender*.—In Massachusetts, the court of assistants ordered, that corn should pass for payment of all debts at the usual rate for which it was sold, unless money were expressly named.

1633. *Trade in Connecticut*.—Several trading-vessels sailed up the Connecticut river in the course of the year.

1639. *Act to Encourage the Fishery*.—The legislature of Massachusetts passed an act, to free from all duties and public taxes, all property employed in catching, *curing*, or transporting fish.

1641. *Trading Post at Narraganset*.—Richard Smith purchased of the *Sachems*, a tract of land in the Narraganset country, distant from the English settlements; erected a house of trade, and entertained all passing travellers.

1642. *Trading Post at the Delaware*.—The colonists of New Haven sent agents, who purchased of the natives several tracts of land on both sides of Delaware bay and river, and then erected a trading post. Kieft, the Dutch governor of New Netherlands, without any previous notice, sent forth his soldiers, who burned the trading post, and seized the goods at the Delaware.

Iroquois Trade with the Dutch.—The Iroquois carried a considerable trade with the Dutch at Albany, who gave the Iroquois in return fire-arms, ammunition, &c.

1645. *Impost on Wines, &c.*—The general court of Massachusetts levied an impost on wines and strong liquors, for the pay of government, the maintenance of fortifications, and the protection of the harbours.

Iron Works at Lynn.—The general court of Massachusetts this year granted liberty to make iron. An iron work was begun in Lynn.

Virginia Currency.—The legislature of Virginia prohibited dealing by barter, and established the Spanish piece of eight, at six shillings, as the standard currency for that colony.

1646. *Impost on Exports from Connecticut.*—In a contract made in 1644, between George Fenwick and the agents of the colony of Connecticut, it was stipulated, that a certain duty on corn, biscuit, beaver, and cattle, exported from the river's mouth, should be paid to Fenwick for the space of ten years. This agreement was confirmed the succeeding year by the legislature, which, at the same time, passed an act, imposing a duty of twopence per bushel on all grain, sixpence on every hundred weight of biscuit, and a small duty on all beaver skins exported from the mouth of the river during the same period.

1646-7. *Origin of the Navigation Act.*—By an ordinance of the lords and commons of England, all merchandise, goods, and necessities, for the American plantations, were exempted from duty for three years, on condition that no ship or vessel, in any of the colonial ports, be suffered to land any goods of the growth of the plantations, and carry them to foreign ports, excepting in English bottoms.

1647. *Trade with the West Indies.*—A trade opened this year between New England and Barbadoes, and other islands in the West Indies, profitable to the colonists, and enabling them to make payments in England.

1651. *Navigation Act.*—The parliament of England passed the famous navigation act. It enacted, "That no merchandise, either of Asia, Africa, or America, including also the English plantations there, should be imported into England, in any but English built ships, and belonging either to England, or English plantation subjects, navigated also by an English commander, and three-fourths of the sailors to be Englishmen, excepting such merchandise as should be imported directly from the original place of their growth or manufacture, in Europe solely; and that no fish should, thenceforward, be imported into England or Ireland, nor exported thence to foreign ports, nor even from one of their own home ports, but what should be caught by their own fisheries only." This act was evaded at first by New England, which still traded in all ports, and enjoyed the peculiar privilege of importing their goods into England free of customs.

1652. *Mint in Massachusetts.*—A mint was erected this year in New England for coining money. The money coined was shillings, sixpences, and threepences. The law enacted, that 'Massachusetts' and a tree in the centre, be on one side, and 'New England' and the year of our Lord, and the figures XII., VI., III., according to the value of each piece, be on the other side. The several coins had N. E. on one side, and the number with the year 1652 on the other. This date was never altered, though more coin was stamped annually for thirty years.

1655. *Change in the Virginia Currency.*—The Virginia legislature changed the Spanish piece of eight from six shillings to five shillings sterling, as the standard of its currency.

1660. *Navigation Act altered and confirmed.*—The navigation act of 1651, continued, with additions. It enacted, that no sugar, tobacco, ginger, indigo, cotton, fustic, dying-woods, of the growth of the English territories in America, Asia, or Africa, shall be transported thence to any other country, than those belonging to the crown of England, under the penalty of forfeiture; and all vessels sailing to the plantations were to give bonds to bring said commodities to England. The most submissive colonists considered the act as grievous, and contrived various methods to evade it.

1662. *Mint in Maryland.*—The assembly of Maryland besought the proprietary to make order for setting up a mint, and a law was passed for that purpose. "The great hindrance to the colony in trade for the want of money," is assigned as the reason for the measure. It was enacted, that the money coined shall be of as good silver as English sterling; that every shilling, and so in proportion for other pieces, shall weigh above ninepence in such silver; and that the proprietary shall accept of it in payment of his rents and other debts. This coin being afterwards circulated, the present law

was confirmed among the perpetual laws of Maryland, in 1676. This law and that of Massachusetts are the only laws for coining money which occur in colonial history previous to the American revolution.

1663. *Monopoly of the Colonial Trade*.—An act of parliament was passed this year to monopolise the colonial trade for England. It prohibited the importation, into any of the English colonies, in Asia, Africa, or America, of any commodities of the growth, production, or manufacture of Europe, except they were laden or shipped in England, Wales, or the Town of Berwick-upon-Tweed, and in English built shipping, and to be carried directly to the said colonies, with an exception of salt for the fisheries, wines from Madeira and Azores, and all sorts of victuals from Scotland and Ireland. Under this act, the colonists could obtain no European goods, but through the ports of England. A draw-back of the duties, however, was generally allowed on the exportation of those goods to the colonies.

1665. *Massachusetts Shipping*.—The number of ships and vessels belonging to the colony was about eighty, from twenty to forty tons; about forty, from forty to 100 tons; and about twelve ships, above 100 tons.

1669. *Hudson's Bay Company*.—Charles II. gave to Prince Rupert, and several lords, knights, and merchants, associated with him, a charter, under the title of "The Governor and Company of Adventurers of England, trading into Hudson's Bay." The entire sum which constituted the original funds of the company, amounted only to 10,500*l*.

1671. *Board of Trade and Plantations*.—A board of commissioners of trade, &c., was established this year. The first act of this board was the drawing up of a circular letter to the governors of all his majesty's plantations and territories, in the West Indies and islands belonging to them. Evelyn, a member of the board, says, "What we most insisted on, was to know the condition of New England, which appearing to be very independent as to their regard to England or his majesty, rich and strong as they now were, there were great debates in what style to write them, for the condition of that colony was such, that they were able to contest with all other plantations about them, and there was a fear of their breaking from all dependence on this nation."

1672. *Duties laid by Parliament on the Colonies*.—The parliament, considering the colonies as proper objects of taxation, enacted, that if any vessel, which by law may trade in the plantations, shall take on board any commodities, and a bond with sufficient security shall not have been given to unlade them in England, there shall be rendered to his majesty, for sugars, tobacco, ginger, cocoa-nut, indigo, logwood, fustic, cotton, wool, the several duties mentioned in the act. The duties of tonnage and poundage had been imposed and extended to every dominion of the crown, at the restoration, but this was the first act which imposed customs on the colonies, to be regularly collected by colonial revenue officers.

1676. *Custom of Tobacco*.—The whole custom of tobacco from Virginia, collected in England this year, was 135,000*l*. Maryland tobacco was probably included.

1678. *New York Exports and Imports*.—The annual exports, besides peas, beef, pork, tobacco, and peltry, were about 60,000 bushels of wheat. The annual imports were to the value of about 50,000*l*.

1681. *Commerce and Customs of Portsmouth*.—During the year ending with April, 1681, there were entered as Portsmouth, New Hampshire, forty-nine vessels, from ten to 150 tons' burden. The amount of the provincial customs, levied at that port during the same year, on wines and liquors, and one penny a pound of the value on the first cost of goods imported, was 61*l*. 3*s*. 1*d*. This was money of the province, which was of less value than sterling, thirty-three and one-third per cent.

1682. *Trade of Pennsylvania*.—A publication appeared this year, entitled, "The Articles of the Free Society of Traders in Pennsylvania, agreed upon by divers Merchants for the better Improvement and Government of Trade in that Province."

1683. *Carolina*.—To remedy the distress felt, by want of a common measure of commerce, the parliament of Carolina 'raised the value of foreign coins,' and suspended all prosecutions for foreign debts. The currency of Carolina became, in consequence, much depreciated. The second measure, though at first confirmed by the proprietaries, was

afterwards dissented from, "because it was contrary to the king's honour, since it was in effect to stop the course of justice; because the parliament had no power to enact a law so contrary to those of England."

1686. *New York*.—The city incorporated by a charter. The shipping belonging to the city of New York had increased to nine or ten three-masted vessels, of about eighty or ninety tons; 200 ketches or barks of about forty tons; and about twenty sloops of twenty-five tons.

1690. *First Paper Money in the Colonies*.—The government of Massachusetts issued bills of credit as a substitute for money.

1694. *Annapolis made a Port Town*.—The town of Severn, Ann county, in Maryland, was made a port town, and the residence of a collector and naval officer, and received the name of Annapolis.

1695. *Rice in Carolina*.—The planting of rice was introduced about this time into Carolina.

1696. *Shipping of New York*.—The shipping of New York at this time, consisted of forty ships, sixty-two sloops, and sixty boats.

Board of Trade and Plantations.—King William erected a new and standing council for commerce and plantations, styled, the lords commissioners for trade and plantations. With this board, the governors of the American colonies were obliged to hold a constant correspondence; and to this board, they transmitted the journals of their councils and assemblies, the accounts of the collectors of customs, naval officers, &c.

1699. *Wool Manufactures of America*.—Complaints being made in England, that the wool and woollen manufactures of North American plantations began to be exported to foreign markets, formerly supplied by England, a law was passed, by which no person might export in ships, or carry by horses, into any other place or colony out of the king's dominions, any wool or woollen manufactures of the English plantations in America, under forfeiture of ships and cargoes, and also of 500*l.* penalty. This is the first notice in the English statute laws of woollen manufactures in the colonies.

1700. *Population of Boston*.—Boston, at this time, contained about 1000 houses and above 7000 souls.

1701. *Duty imposed by Carolina*.—The assembly of Carolina, imposed a duty of three-farthings a skin, exported by residents, but double if sent out in English vessels.

Newfoundland Fishery employed this year 121 vessels, collectively, amounting to nearly 8000 tons' burden.

1702. *First Paper Currency of Carolina*.—A bill was passed by the provincial assembly, for stamping bills of credit which were to be taken up in three years by a duty laid upon liquors, skins, and furs. This was the first paper currency issued in Carolina. For five or six years after its emission, it passed in the country at the same value and rate with the sterling money of England.

1703. *Culture of Silk in Carolina*.—Sir Nathaniel Johnson about this time introduced the culture of silk into Carolina, but the planters considered rice their staple commodity.

1704. *Rhode Island Tonnage Duty*.—The legislature of Rhode Island imposed a tonnage duty on all vessels not wholly owned by the inhabitants of that colony.

Regulation of Coins.—The colonies, experienced great inconveniences from the difference in the value of the same coin. Queen Anne published a proclamation "for settling and ascertaining the current rates of foreign coin, in her majesty's plantations in America."

1712. *Bank Bills issued*.—South Carolina established a public bank, and issued 48,000*l.* in bills of credit, called bank bills, to be lent out at interest on landed or personal security, and to be taken in gradually at the rate of 4000*l.* a year. Hewatt says, "Soon after the emission of these bills, the rate of exchange and the price of produce rose, and in the first year advanced 150, in the second 200 per cent."

1713. *Connecticut*.—This colony had scarcely any foreign commerce at this time. Its principal trade was with Boston, New York, and the West Indies.

1714. *The First Schooner* is said to have been built about this time, at Cape Ann, by Captain Andrew Robinson.

1715. *Boston Lighthouse*.—The legislature of Massachusetts passed an act for erecting a lighthouse on Beason Island, at the entrance of Boston harbour.

Pig and Bar Iron began about this time to be made in Virginia.

1716. *Exports from the Mississippi*.—Two ships went to France, richly laden, from the river Mississippi; and these were the first which carried over any merchandise from the Louisiana colony since its settlement.

Fish from Newfoundland.—From the Newfoundland fishery, there were exported this year, to Spain, Portugal, and Italy, 106,952 quintals of fish.

1717. *New Orleans Founded*.—In expectation of great advantages from the trade and commerce of Louisiana, the French this year founded New Orleans.

The Trade of Massachusetts employed 3493 sailors and 492 ships, of 25,406 tons.

1718. *Import Bill of Massachusetts*.—An import bill was passed by the legislature of Massachusetts, which laid a duty, on West India goods and wines, and on English manufactures, and a duty of tonnage on English ships. The duty on English goods was one per cent. Before the session in May, next year, the governor received instructions from the king to give all encouragement to the manufactures of Great Britain, and afterward received a reprimand from the lords justices, the king being absent, for consenting to the duty on English goods, &c. The court, on receiving official notice of this reprimand, "readily acknowledged the exceptions taken to that clause in the bill, were just and reasonable."

1719. *Lotteries Suppressed*.—Massachusetts passed an act for suppressing lotteries.

1720. *Trade with the French Prohibited*.—An act was passed for prohibiting the sale of Indian goods to the French.

Tea began to be used in New England about this time.

North-west Passage Attempted.—The Hudson-Bay Company sent out Captains Dwight and Barlow, with a ship and a sloop, for the purpose of making discoveries and finding a passage to China, by the north-west parts of America; but they were never heard of afterwards.

1722. *Trading-House Erected at Oswego*.—Governor Burnett, of New York, in order to command Lake Ontario, for the benefit of the fur trade and the friendship of the Six Nations, and to frustrate the commerce of the French, erected a trading-house at Oswego, in the country of the Senecas.

1723. *Pennsylvania Paper Currency*.—This province issued in March 15,000*l*. It made no loans but on land security, or plate, deposited in the loan-office; obliged the borrower to pay five per cent; made its bills a tender in all payments, on pain of confiscating the debt, or forfeiting the commodity; imposed penalties on all persons who presumed to make any bargain or sale on cheaper terms, in case of being paid in gold or silver; and provided for the gradual reduction of the bills, by enacting that one-eighth of the principal, as well as the whole interest, should be annually paid. The advantage of this first issue, induced the government, in the latter end of the year, to issue a further sum of 30,000*l*. on the same terms.

1724. *Trade of Carolina*.—There were this year imported into South Carolina, 493 slaves; also British goods and manufactures, to the value of between 50,000*l*. and 60,000*l*. sterling.

From the different harbours of Newfoundland there were exported this year, in fifty-nine vessels, 111,000 quintals of fish.

1727. *Act Respecting Salt*.—The parliament of England passed an act for the importing of salt into Pennsylvania, by British ships, regulated by the acts of navigation, for curing fish, in like manner as was allowed to New England and Newfoundland.

1728. *Exports from Carolina*.—The province was divided this year into two distinct governments, North and South Carolina. The exports of rice from South Carolina, during ten years, were 26,488 barrels, about 44,081 tons.

All the acts of Governor Burnett, for the prohibition of the trade between Albany and Montreal, repealed by the king.

1730. *Whale Fishery, &c.*—The whale fishery on the North American shores must, about this time, have been very important; for there arrived in England, from these coasts, in the month of July, 9200 tuns of train and whale oil, and 154 tons of whalebone. During

the first fifteen days of July, there arrived at London, from the American sugar colonies, upwards of 10,000 hogsheads of sugar, and 15,000 gallons of rum, and half as much more was computed to have been carried to Bristol, Liverpool, and Glasgow.

Exports from the Colonies.—Iron and copper ore, bees'-wax, hemp, and raw silk, the products of Virginia, were first exported from that colony to Great Britain; 50,000 weight of hemp, raised in New England and Carolina, were exported to England; seventy-two bags of wool, the product of Jamaica, St. Christopher's, and other West India islands, were exported thither, and great quantities of peltry, by the Hudson's Bay Company "All these articles," says Anderson, in his *Annals*, "excepting the last, were entirely new, and mostly unexpected productions, in those colonies."

1731. *Commercial State of Massachusetts.*—The colony of Massachusetts contained, this year, 120,000 English inhabitants. Its trade employed about 600 sail of ships and sloops, of at least 38,000 tons, one-half of which traded to Europe. Its fisheries employed from 5000 to 6000 men. There were, at the same time, in New England, eight furnaces for hollow-ware, and nineteen forges.

1732. *Corn and Tobacco a Legal Tender.*—The legislature of Maryland, this year, made tobacco a legal tender, at one penny per pound, and Indian corn at twenty-pence per bushel.

1733. *Exports from Carolina.*—There were exported this year from South Carolina, 36,584 barrels of rice, 2802 barrels of pitch. 848 barrels of turpentine, sixty tons of lignum vita, twenty tons of brazilletto wood, twenty-seven tons of sassaparilla, and eight chests of skins.

1735. *The Population of Massachusetts* was, 138,427.

1736. *Trade of the Colonies.*—Maryland employed 130 sail of ships in its trade. The net product of tobacco, exported from that colony and Virginia, amounted, in value, to 210,000*l.*, and the annual profit to the mother country, from that trade, was estimated at 500,000*l.* The arrivals at the port of Philadelphia, this year, were 211, and the clearances 215. The arrivals at the port of New York were 211, and the clearances 222.

1739. *Scheme for Taxing the Colonies.*—During the British war with Spain, a scheme for taxing the British colonies was submitted to Sir Robert Walpole. "I will leave that," said the minister, "for some of my successors, who may have more courage than I have, and be less a friend of commerce than I am. It has been a maxim with me, during my administration, to encourage the trade of the American colonies in the utmost latitude. Nay, it has been necessary to pass over some irregularities in their trade with Europe; for, by encouraging them to an extensive growing commerce, if they gain 500,000*l.* I am convinced that, in two years afterwards, full 250,000*l.* of their gains will be in his majesty's exchequer, by the labour and product of this kingdom. As immense quantities of every kind go thither, and as they increase in their foreign American trade, more of our produce will be wanted. This is taxing them more agreeably to their own constitution and ours." The British parliament, however, passed an act, this year, for more effectually securing the trade of the British to America.

1741. *Massachusetts.*—There were now on the stocks in this state about forty top-sail vessels, of about 7000 tons. In Marblehead there were about 160 fishing schooners, of about fifty tons each.

1742. *The Entries at Philadelphia*, this year, were 230, and the clearances 281.

1743. *The Shipping of New England*, about this time, is said to have consisted of at least 1000 sail, exclusive of fishing barks. Ship-building, one of the principal branches of the trade of Boston, declined about this period.

Indigo.—The culture of indigo was introduced into South Carolina, by Miss Lucas. The cultivation of this valuable plant, being considered of importance, some indigo-seed was soon after imported from the West Indies, where it had been already cultivated with success and profit. At first the seed was planted as an experiment; and it was so successful, that several planters turned their immediate attention to the culture of indigo.

1744. *Trade of New Orleans.*—At the port of New Orleans, in Louisiana, several vessels came from Florida, and Havana, and the Bay of Campeachy, to trade for boards, lumber, pitch, drygoods, and live-stock, to the value of 150,000 dollars.

Trade of South Carolina.—At the port of Charleston, 230 vessels were loaded, this year, and 1500 seamen were employed in the trade of the province.

1745. *Benjamin Franklin* published an account of his new invented fireplaces.

1747. *Tobacco.* On a medium of three years, there were exported to England, from the American colonies, 40,000,000 of pounds' weight of tobacco.

1748. *Bounty on Indigo.*—The parliament passed an act, for allowing a bounty of sixpence per pound on all indigo raised in the American plantations, and imported directly into Great Britain from the place of its growth.

Trade of Boston, Portsmouth, and Newport.—This year, 500 vessels cleared out from the port of Boston, for the foreign trade; and 430 entered inwards, exclusive of coasting and fishing vessels. The clearances from Portsmouth, New Hampshire, were 121, and the entries seventy-three, besides about 200 coasting sloops and schooners. The clearances from Newport, Rhode Island, were 118, and the entries fifty-six.

1749. *Entries and Clearances* at Boston, Philadelphia, and New London, this year, were as follows :—Boston, 489 entries, and 504 clearances; Newport, thirty-seven entries, and sixty-two clearances; Philadelphia, 303 entrances, and 291 clearances.

1750. *The Entries at New York,* were 232, and the clearances 286. Eight vessels cleared from Georgia, and the exports with which they were freighted, were valued at 2004*l.* sterling.

1751. *Commerce of Perth Amboy.*—The entries at this port, the capital of New Jersey, at that time, were forty-one, and the clearances thirty-eight. There were exported 6424 barrels of flour, 168,000 pounds of bread, and 17,941 bushels of grain, besides other commodities.

Flax-seed.—Six waggons, loaded with this article, came from the upland parts of Maryland into Baltimore.

Ginseng was found at Stockbridge, Massachusetts. It grew in abundance in that township, and in the adjacent wilderness.

1753. *Exports from North Carolina,* this year, amounted to 60,000 barrels of tar, twelve barrels of pitch, 10,000 barrels of turpentine, and about 30,000 deerskins, besides lumber and other articles.

1754. *Exports from South Carolina,* were, this year, 104,682 barrels of rice, and 215 pounds of indigo, which, together with naval stores, provisions, skins, lumber, and other products, amounted to the value of 240,000*l.* sterling. Cotton is also mentioned as an article of export.

The Massachusetts Marine Society was incorporated by an act of the legislature.

1755. *Population of the Colonies.*—Maryland contained 180,000 inhabitants, Rhode Island, 35,939, and New England, 436,936.

1764. *Parliament* passed an act for granting certain duties in the British colonies and plantations in America. This was the first act of the British parliament that ever was passed, in which the object of raising a revenue was directly expressed. It was intitled the sugar and molasses act.

1765. *Sugar Act.*—The sugar act, passed in 1764, restricted the intercourse which the American colonies had enjoyed with the West Indies, and caused general discontent.

The Stamp Act.—Parliament this year passed an act for raising revenue by a general stamp duty in all the American colonies. About 250 members in the house of commons voted for it, and fifty only against it. In the house of lords it passed unanimously, without debate, and obtained the royal assent. It caused the greatest discontent in the colonies. The stamp officers resigned; vessels sailed from ports as before; and the courts of justice, though suspended a while, in most of the colonies, at length proceeded to business without stamps.

1766. *The Stamp Act* repealed, by a majority of 275 to 167.

Salem Marine Society instituted for the assistance of distressed mariners and their families, promoting navigation, preserving and communicating all discoveries and occurrences in the voyages of its members, and receiving plans to facilitate the navigation of the port of Salem.

1767. *Duties.*—Parliament passed an act, imposing a duty to be paid by the colonists,

on paper, glass, painters' colours, and teas, imported into the colonies. Also an act, establishing a custom-house and a board of commissioners in America.

1768. *Non-Importation Agreement of Merchants.*—In August, the merchants and traders of Boston, generally, subscribed a paper, in which they engaged not to import, nor purchase any kind of goods or merchandise, imported from Great Britain, from January, 1769, to January, 1770, excepting a few enumerated articles; nor to import, nor purchase of any, who shall import from any other colony in America, within that time, any tea, paper, glass, or other goods, commonly imported from Great Britain. The Connecticut, Salem, and New York merchants, entered into similar agreements.

1769. *The Legislature of Virginia*, after being dissolved by the governor, met and adopted resolutions against importing British goods. This example was followed in other colonies, and the non-importation agreement became general.

Colonial Trade.—The trade of Great Britain with her colonies, on the continent of America, on an average of three years ending 1769, employed 1078 ships and 28,910 seamen. The value of goods exported from Great Britain during the average of the same years, was 3,370,000*l.*; and of goods exported from the colonies to Great Britain and elsewhere, 3,924,606*l.*

Grape Cultivated—The vine successfully cultivated at this time in Virginia.

1770. *Act to Repeal Duties, except on Tea, &c.*—The British merchants who traded to America sustained immense losses by the non-importation of their goods; and presented petitions to parliament, stating their losses, and praying for its intervention. On the 5th of March, Lord North proposed a bill for the repeal of part of the act of 1767, which laid a duty on glass, paper, and painters' colours, but continuing that part of the law which exacted a duty from tea. He said he brought forward that bill to prevent the continuance of the dangerous combinations which the imposts had produced in America, and the losses and dissatisfactions which they had caused among the merchants at home. He contended that the act was just as a claim, but unproductive of revenue. "The articles taxed," he said, "being chiefly British manufactures, ought to have been encouraged, instead of being burdened with assessments. The duty on tea was continued, for maintaining the parliamentary right of taxation. An impost of threepence in the pound could never be opposed by the colonists, unless they were determined to rebel against Great Britain. Besides, a duty on that article, payable in England, and amounting to nearly one shilling in the pound, was taken off on its exportation to America, so that the inhabitants of the colonies saved ninepence in the pound." He understood not the principles and feelings of the American colonists. They opposed the right of parliament to tax them far more than the tax itself. The members in opposition urged the injustice and inexpediency of taxing America, and the evils which had arisen from the attempt; but Lord North carried his bill by a large majority.

1772. *The Exports from Georgia*, in 217 vessels, amounted to 121,677*l.* sterling.

1773. *Duty on Tea resisted.*—The British government, determined to carry into execution the duty on tea. The warehouses of the East India Company contained about 17,000,000 lbs. of tea, for which there was no market. The East India Company were authorised by law to export their tea, free of duties, to all places whatever; by which regulation, tea would sell cheaper in America than before it had been made a subject of revenue. The new ministerial plan was considered as a direct attack on the liberties of the colonists, which it was the duty of all to oppose; and it was very generally declared that, whoever should, directly or indirectly, countenance this dangerous invasion of their rights, would be considered an enemy to his country. The East India Company freighted several ships to the colonies with tea, and appointed agents for its sale. Some cargoes were sent to New York; some to Philadelphia; some to Charleston, South Carolina; and three to Boston. The citizens of New York and Philadelphia sent the ships back to London. The inhabitants of Charleston unloaded the tea and placed it in cellars, prohibited its use, and left it to be thoroughly damaged. None of it was ever used.

Tea destroyed at Boston.—The citizens of Boston resolved to send back the tea ships. The captains of the ships had consented, if permitted, to return with their cargoes to England; but the consignees would not discharge them from their charter parties; the custom-house refused to give them a clearance; and the governor would not grant them a

passport for clearing the fort. It was known that the tea would be gradually landed from the ships lying so near the town; and that, if landed, it would be disposed of. To prevent this, a number of armed men, disguised like Indians, boarded the ships and threw their whole cargoes of tea into the dock.

The entries at the port of Boston, this year, were 587; the clearances, 411.

1774. *Boston Port Bill*.—Intelligence of the destruction of the tea at Boston was communicated on the 7th of March, in a message from the throne to both houses of parliament. The conduct of the colonists was represented, as not merely obstructing the commerce of Great Britain, but as subversive of the British constitution. Without a hearing on the part of the colonists, a bill was passed, by which the port of Boston was legally precluded from the privilege of landing and discharging, or of lading and shipping goods, wares, and merchandise; and every vessel within the points of Alderton and Nahant, was required to depart within six hours, unless laden with food or fuel. This act, which shut up the harbour of Boston, was speedily followed by another, entitled "An Act for the better regulating the government of Massachusetts." The object of this act was to alter the charter of the province, so as essentially to abridge the liberties of the people. In the apprehension that, in the execution of these acts, riots would take place, and that trials for murders, committed in suppressing them, would be partially decided by the colonists, it was provided by law, that if any person were indicted for murder, or for any capital offence committed in aiding magistracy, the governor might send the person, so indicted, to another colony or to Great Britain, to be tried. These three acts were passed in immediate succession. "By the first," said the colonists, "the property of unoffending thousands is arbitrarily taken away, for the act of a few individuals; by the second, our chartered liberties are annihilated; and by the third, our lives may be destroyed with impunity."

On arriving, copies of the port bill were quickly multiplied and circulated over every colony, and excited simultaneous indignation. At Philadelphia, a subscription was set on foot for such poor inhabitants of Boston as should be deprived of the means of subsistence by the operation of the act. The Virginia House of Burgesses resolved, "that the 1st day of June, the day on which the operation of the port bill was to commence, should be set apart by the members as a day of fasting, humiliation, and prayer, devoutly to implore the Divine interposition, for averting the heavy calamity which threatened destruction to their civil rights and the evils of a civil war; to give them one heart and one mind, firmly to oppose, by all just and proper means, every injury to the American rights." On the publication of this resolution, the royal governor, the Earl of Dunmore, dissolved them; but, previously to their separation, eighty-nine of the members signed an agreement in which they declared, "that an attack, made on one of our sister colonies, to compel submission to arbitrary taxes, is an attack made on all British America, and threatens ruin to the rights of all, unless the united wisdom of the whole be applied." They also recommended to the committee of correspondence to communicate with the several committees of the other colonies, on the expediency of appointing deputies to meet annually in general congress, to deliberate on those measures which the united interest of America might from time to time require.

On the day designated by the port act business was finished at Boston at twelve o'clock at noon, and the harbour shut up against all vessels. The day was devoutly kept at Williamsburg, in Virginia, as a day of fasting and humiliation. In Philadelphia, it was solemnised with every manifestation of public grief; the inhabitants shut up their houses, and, after divine service, "a stillness reigned over the city, which exhibited the appearance of a general mourning, or of the most solemn Sabbath." In most other places it was observed as a day of mourning.

1775. *Bill for restraining the Commerce of New England*.—Lord North moved for leave to bring in a bill to restrain the trade and commerce of the provinces of New Hampshire, Massachusetts, Rhode Island, and Connecticut, to Great Britain, Ireland, and the British islands in the West Indies; and to prohibit those provinces from carrying on any fishery on the banks of Newfoundland, and other places to be mentioned in the bill, under certain conditions, and for a limited time. After much opposition in both houses, the bill was carried by a large majority.

Bill for restraining the Trade of the Middle and Southern Colonies.—Soon after

parliament had passed the bill for restraining the trade of New England, intelligence was received, that the inhabitants of the middle and southern colonies were supporting their northern brethren in every measure of opposition, a bill was in consequence brought in and passed for imposing similar restrictions on the colonies of East and West Jersey, Pennsylvania, Maryland, Virginia, South Carolina, and the counties on the Delaware. The omission of New York, Delaware, and North Carolina, in this bill, was considered in America as calculated to promote disunion; but the three exempted colonies scorned to accept the favour, and voluntarily subjected themselves to the same restraints as were imposed on the other colonies.

1777. *Bibles to be imported.*—It having been found, upon inquiry, that the proper types for printing the Bible were not to be had in America, and that the paper could not be procured but with great difficulties and risk, Congress directed the committee of commerce to import 20,000 copies of the Bible.

1781. *Bank of North America established.*—A national bank was instituted this year, projected by Robert Morris, one of the delegates of Pennsylvania, whom Congress had appointed treasurer. The capital of 400,000 dollars, he divided in shares of 400 dollars each, in money of gold or silver, to be procured by subscriptions. Twelve directors were to manage the bank, which was denominated by Congress, "The President, Directors, and Company of the Bank of North America." To the financial skill of Mr. Morris the country was greatly indebted. Under his able management public credit revived; the army was paid; and public operations maintained in the field and the cabinet.

1784. *Trade of New Haven.*—The foreign trade of New Haven, which had been destroyed by the late war, revived. The number of vessels belonging to the port, engaged in the West India and foreign trade, amounted to thirty-three; of which number one was a ship of 300 tons, four were square rigged vessels, or brigs; the others, sloops of sixty to 110 tons.

First United States Voyage to China.—The *Empress of China*, a ship of 360 tons, commanded by John Green of Boston, sailed from New York in February for Canton, and returned the following year. This was the first voyage from the United States to China.

1785. *Treaty with Prussia.*—A treaty of amity and commerce was concluded between the King of Prussia and the United States.

1786. *Act for a Mint.*—An act was passed by the legislature of Massachusetts, for establishing a mint for the coinage of gold, silver, and copper.

1788. *Card Manufactory.*—A card manufactory was set up in Boston, with a newly invented machine, essentially lessening the necessity of manual labour.

Cotton planted in Georgia and Carolina.—Richard Leake, Esq., made an extensive and very successful experiment for the planting of cotton in Georgia. Several planters in Georgia and Carolina followed the example with success. The black cotton seed was brought about this time into Georgia from the Bahamas.

1789. *Barrell's Sound.*—Barrell's Sound, on the north-west coast of America, visited by Captain Gray in the *Washington*.

1791. *Bank of the United States.*—The United States Bank, with a capital of 10,000,000 dollars, was established at Philadelphia, by the style of "The President, Directors, and Company of the Bank of the United States." The revenue of the United States was 4,771,200 dollars; and the expenditure, 3,798,436 dollars.

Exports from New York.—The exports from New York to foreign parts amounted 2,505,465 dollars.

Commerce of Providence.—The number of sail of vessels belonging to the county of Providence, in Rhode Island, was 129; the tonnage was 11,942.*

First Export of Cotton from the United States.—The first bale of cotton, of American growth, was exported this year from the United States to England.

Cotton Spinning.—A factory for spinning cotton by water power was put in operation by Samuel Slater, at Pawtucket, in Rhode Island.

1792. *United States Mint.*—Congress passed an act for establishing a mint, and regulating the coins of the United States.

* In 1764, there belonged to the same county fifty-four sail of vessels, of 4320 tons.

Banks.—The South Carolina Bank, the Bank of Pennsylvania, and the Bank of New Hampshire established. The Union Bank in Boston incorporated.

Exports of Charleston.—The exports from Charleston, South Carolina, this year, were estimated at 2,917,979 dollars.

Culture of Silk.—The rearing of mulberry-trees and silk-worms, and the culture of silk, so far succeeded in Connecticut, that a minister in Branford had a silk gown made for him this year at his own house. This was the first clergyman's gown made in America.*

Revenues of the United States.—The revenues of the United States estimated at 3,700,000 dollars. The tonnage of vessels which paid duty in the ports of the United States, between the 1st of October, 1791, and the 30th of September, 1792, including the coasting and fishing vessels, was upwards of 800,000 tons.

1793. *Navigation of New York.*—There entered the port of New York 683 vessels from foreign ports, and 1381 coasting vessels.

Exports of the United States.—The exports of the United States were estimated at upwards of 26,000,000 dollars.

1795. *Exports.*—The value of exports of the United States amounted to upwards of 47,000,000 dollars. The net value of imports and tonnage was nearly 8,000,000 dollars.

Charleston and Baltimore.—The first vessel from Carolina for the East Indies, sailed this year from Charleston. The value of imports to Baltimore was upwards of 5,000,800 dollars. There arrived at Baltimore, this year, 109 ships, 162 brigs and snows, and 5464 bay craft.

1797. *Exports and Post office.*—The value of exports from the United States amounted to 57,000,000 dollars. The mails of the United States were carried over 14,385 miles of territory; in which space there were upwards of 480 post-offices. The revenue of the post-office, this year, was 46,000 dollars.

1798. *Protection of Commerce.*—An act was passed more effectually to protect the commerce and coasts of the United States. This act was passed in May. In June, Congress passed an act to authorise the defence of the merchant vessels of the United States against French depredations.

1800. *Bankruptcy.*—Congress enacted a law for establishing a uniform system of bankruptcy.

Census, Shipping, and Post-office.—By the second census, the number of inhabitants was 5,305,482. The shipping of the United States amounted to 939,000 tons. The revenue of the post-office was 80,000 dollars.

Canal.—Santee canal, extending twenty-two miles between Santee and Cooper rivers, began to be passed through by boats. It cost the proprietors above 600,000 dollars; a sum exceeding seven times the amount of what the province sold for seventy-two years before."

1800 to 1845. Since the commencement of the present century, the progress of American navigation and trade will be found illustrated in the preceding and following tables. (*See also Commercial and Financial Legislation of England and America.*) The United States, for the first fifteen years, experienced some of the evils of European warfare, and, in common with England and the British possessions, the calamity attendant upon a war, which with more wisdom on the part of the respective governments, never would have occurred.

In advocating commercial freedom between nations, we have always done so, believing that the greater the international trade and consequent interests, the stronger were the bonds for a lasting peace. During the last thirty years, peace has happily subsisted between the mother land and America.

* Stiles, Lit. Diary. The Rev. Jason Atwater, minister of Branford, showed the gown to Dr. Stiles, who writes: "He raised and manufactured the silk from his own trees and worms." On the 20th of January, 1791, Dr. Stiles "saw a pair of silk stockings, woven at Norwich, in a loom made there—weighed four ounces—white. Also, a handkerchief made at Northford, two ounces and a half; both made of silk raised in New Haven and Northford."

IMPORTS and Exports of the United States for Fifty-five Years, Payments into the Treasury, and Cost of collecting Revenue.—For Details of the several States, see each State.

Y E A R S.	Value of all Exports from the United States.	Value of Imports into the United States.	Payments into Treasury on account of Duty.	Cost of Collection, &c.
	dollars.	dollars.	dollars cts.	dollars cts.
1789*.....	20,205,150			
1791†.....	19,012,041	52,200,000	4,399,472 99	239,541 03
1792.....	20,753,098	31,500,000	3,443,070 85	161,754 80
1793.....	26,109,572	31,100,000	4,255,306 50	188,362 13
1794.....	33,026,233	34,000,000	4,801,065 28	221,090 27
1795.....	47,949,472	69,756,208	5,588,401 20	260,359 28
1796.....	97,004,097	81,436,104	6,567,087 94	291,276 92
1797.....	56,850,206	75,379,400	7,549,649 65	343,434 26
1798.....	61,527,097	68,551,700	7,106,661 03	375,879 33
1799.....	78,605,522	79,068,148	6,610,449 31	412,183 45
1800.....	70,971,780	91,252,768	5,080,932 73	440,373 62
1801.....	94,115,925	111,363,511	10,750,778 93	482,772 70
1802.....	72,483,160	76,333,233	12,438,235 74	492,205 55
1803.....	55,800,033	64,666,666	10,479,117 61	465,536 37
1804.....	77,609,074	83,000,000	11,098,565 33	488,333 24
1805.....	95,566,021	120,000,000	12,936,487 04	557,541 94
1806.....	101,530,903	129,000,000	14,667,608 17	613,785 88
1807.....	108,343,150	138,500,000	15,815,321 61	615,021 71
1808.....	22,430,900	56,090,000	16,363,550 58	565,235 14
1809.....	52,203,231	59,400,000	7,257,506 02	498,130 77
1810.....	66,757,974	85,400,000	8,583,369 31	437,208 72
1811.....	61,316,831	53,400,000	13,313,222 73	441,129 02
1812.....	38,527,236	77,050,000	8,958,777 53	477,726 57
1813.....	27,855,907	22,000,000	13,224,638 25	414,171 88
1814.....	6,927,441	12,967,000	5,908,772 08	352,561 14
1815.....	52,557,753	113,041,274	7,282,942 22	476,007 01
1816.....	81,920,452	147,103,000	36,306,874 87	819,938 22
1817.....	87,671,509	99,250,000	26,283,318 49	782,306 00
1818.....	93,281,143	121,750,000	17,176,385 00	769,200 50
1819.....	70,142,521	87,125,000	20,283,608 76	810,220 14
1820.....	69,691,009	74,450,000	15,005,612 15	777,764 32
1821.....	64,974,382	62,585,721	18,115,705 57	700,528 97
1822.....	72,160,387	83,211,541	21,066,066 43	728,964 82
1823.....	74,609,030	77,579,267	22,402,024 29	766,099 02
1824.....	75,986,657	80,549,007	25,486,817 86	779,739 88
1825.....	51,535,388	96,310,075	31,653,871 50	889,302 93
1826.....	77,595,322	81,974,177	26,083,861 97	886,999 48
1827.....	82,324,827	79,481,068	27,948,956 57	889,818 27
1828.....	72,261,686	88,509,824	29,951,251 00	932 093 53
1829.....	72,398,671	74,492,527	27,684,701 11	1,013,667 58
1830.....	73,849,508	70,476,920	24,389,565 05	1,056,115 37
1831.....	81,310,583	103,191,124	36,596,118 19	1,216,000 57
1832.....	87,176,913	101,020,266	29,341,175 65	1,315,975 36
1833.....	90,140,433	108,118,311	24,177,578 52	1,351,543 97
1834.....	104,336,973	126,521,332	16,960,705 96	1,284,545 37
1835.....	121,693,577	149,895,742	25,890,726 66	1,284,597 69
1836.....	128,663,040	189,080,035	30,818,327 67	1,397,409 10
1837.....	117,419,376	140,989,217	18,134,131 01	1,492,547 84
1838.....	108,486,616	113,717,404	19,702,825 45	1,514,633 31
1839.....	121,028,416	162,092,132	25,554,533 96	1,724,591 60
1840.....	132,085,946	107,111,519	15,104,700 93	1,542,310 21
1841.....	121,851,803	127,946,177	19,919,492 17	1,483,960 88
1842.....	104,091,534	100,162,087	16,622,746 84	1,458,442 58
1843.....	100,063,266	89,260,895	17,000,000 00	
1844.....	111,200,046	108,435,035		

* From March 4. The net amount of duties on imports, from the 1st of October, 1789, to the 30th of September, 1790, according to the official report of the secretary, was 1,903,709 dollars 48 cents.

† To December 31, the following years end the 30th of September until 1842, inclusive.

‡ For nine months ending the 30th of June.

§ For the year ending the 30th of June.

We have already given detached tables of the principal articles exported.—
See PRODUCE of MINES, of THE FOREST, of THE SEA, of AGRICULTURE, and
of MANUFACTURES.

IMPORTS into the United States from the 1st of October, 1795, to the 30th of September, 1844.

YEARS.	F R O M									
	Great Britain and Dependencies.	France and Dependencies.	Spain and Dependencies.	Netherlands and Dependencies.	Sweden and Dependencies.	Denmark and Dependencies.	Portugal and Dependencies.	China.	Hanse Towns.	Italy.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1795.....	30,972,215	20,225,017	8,942,445	3,603,615	671,496	2,614,449	2,223,777	1,144,163	1,663,433	
1796.....	41,127,340	19,043,114	8,863,306	4,837,634	751,323	3,283,787	2,178,396	2,459,410	2,176,486	
1797.....	32,620,643	18,072,927	6,062,011	5,613,240	680,878	2,759,516	2,138,305	2,319,564	2,755,677	
1798.....	23,753,241	17,868,102	9,447,490	6,538,200	319,243	1,343,206	1,421,346	2,309,304	3,738,763	
1799.....	37,211,910	3,186,168	14,476,920	6,038,096	562,499	2,941,939	1,314,984	3,210,262	6,928,511	
1800.....	42,577,590	9,644,323	16,071,018	7,132,427	474,656	1,376,509	1,208,736	4,013,463	4,998,973	
1801.....	52,213,522	14,606,045	18,240,314	8,049,473	545,035	3,430,369	1,418,434	4,558,356	4,086,757	
1821.....	29,277,938	5,500,581	9,653,728	2,934,272	1,369,809	1,999,730	748,423	3,111,951	990,165	973,463
1822.....	39,327,829	7,069,342	12,370,841	2,708,162	1,544,907	2,535,406	881,200	5,242,556	1,578,757	1,562,033
1823.....	34,072,578	6,605,343	14,233,500	2,125,587	1,503,050	1,324,532	533,635	6,511,425	1,981,026	1,369,440
1824.....	32,732,340	8,120,763	16,577,166	2,355,525	1,101,750	2,110,666	601,722	5,018,502	2,527,930	1,029,439
1825.....	42,394,812	11,835,581	9,866,257	2,265,378	1,417,598	1,539,592	733,443	7,533,115	2,730,526	1,454,022
1826.....	32,212,366	9,588,896	9,023,420	2,174,181	1,292,182	2,117,164	765,203	7,422,186	2,816,545	1,120,749
1827.....	33,036,374	9,448,562	9,100,369	1,722,070	1,225,042	2,340,171	650,001	3,617,183	1,638,558	1,013,126
1828.....	35,591,484	10,287,505	8,167,546	1,090,131	1,946,783	2,374,069	433,555	5,339,108	2,644,392	1,607,417
1829.....	27,582,092	9,616,970	6,801,374	1,617,334	1,303,050	2,085,177	687,869	4,640,847	2,274,275	1,400,568
1830.....	26,604,984	8,240,885	8,373,081	1,356,705	1,398,640	1,671,218	471,643	3,878,141	1,873,278	940,234
1831.....	47,956,717	14,737,585	11,701,201	1,653,031	1,120,730	1,662,216	397,550	3,083,205	3,493,301	1,710,261
1832.....	42,406,924	12,754,615	10,863,250	2,358,474	1,150,801	1,182,708	485,264	5,344,007	2,865,090	1,619,795
1833.....	43,085,865	13,462,913	13,431,207	2,347,343	1,200,809	1,166,872	555,137	7,541,570	2,227,726	999,134
1834.....	52,679,208	17,357,245	13,527,404	2,127,888	1,126,541	1,084,368	699,122	7,852,327	3,555,856	1,422,053
1835.....	65,045,307	23,362,584	15,617,140	2,903,718	1,316,508	1,103,902	1,125,713	5,987,187	3,841,343	1,457,777
1836.....	66,022,013	27,036,235	19,345,680	3,861,514	1,299,003	1,874,340	623,070	7,324,810	4,004,820	1,976,246
1837.....	52,299,557	22,497,817	18,927,871	3,370,828	1,468,878	1,266,806	928,261	8,965,337	5,642,221	1,847,181
1838.....	49,081,181	18,087,149	15,571,364	3,154,338	1,000,790	1,641,865	725,058	4,761,250	2,847,308	944,238
1839.....	71,000,351	33,234,119	19,276,705	3,473,220	1,566,142	1,546,758	1,182,323	3,647,809	4,849,150	1,182,267
1840.....	20,130,021	17,068,127	14,019,617	3,225,806	1,275,458	976,678	509,864	6,610,820	5,521,493	1,157,200
1841.....	51,099,639	17,068,127	16,316,303	2,440,437	1,229,641	1,084,321	571,841	3,985,388	2,449,964	1,151,323
1842.....	38,613,043	17,223,390	12,176,588	2,214,520	914,176	984,321	374,694	4,934,645	2,247,010	987,528
1843.....	28,978,582	7,836,137	6,980,504	815,451	278,674	485,285	71,309	4,385,566	920,867	564,229
1844.....	45,468,000	17,952,473	13,775,451	2,681,492	445,153	630,510	257,013	4,931,255	2,156,386	1,559,698

F R O M - continued.

YEARS.	Russia.	West Indies generally.	Texas.	Mexico.	Columbia.	Central America.	Brazil.	Argentine Republic.	Chili.	Haiti.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1795.....	1,168,715	83,186								
1796.....	1,382,978	13,050								
1797.....	1,418,418	59,698								
1798.....	1,007,152	16,873								
1799.....	2,274,913	101,397								
1800.....	1,524,905	26,987								
1801.....	1,072,059	4,711								
1821.....	1,832,199	3,727	..	..	..	..	605,120	..	..	2,246,257
1822.....	2,307,328	1,590	..	..	..	..	1,486,567	..	..	2,341,817
1823.....	2,238,777	7,123	..	..	..	..	1,214,810	..	..	2,332,733
1824.....	2,209,603	188	..	..	..	..	2,074,119	..	..	2,447,235
1825.....	2,067,110	9,579	..	4,044,617	1,837,050	56,780	1,150,707	749,771	239,600	2,065,330
1826.....	2,617,109	120	..	3,916,198	2,079,721	204,270	2,156,678	622,769	629,949	1,511,830
1827.....	2,086,077	167	..	5,231,807	231,342	2,006,071	1,80,065	184,693	1,781,309	
1828.....	2,788,362	1,800	..	4,814,258	474,770	3,097,732	317,466	781,893	2,153,585	
1829.....	2,214,986	3,314	..	5,025,761	1,265,310	311,331	2,535,467	912,114	116,118	1,799,890
1830.....	1,621,899	1,008,588	..	5,235,241	1,120,655	302,882	2,401,460	1,431,883	182,585	567,140
1831.....	3,251,852	10,001	..	5,166,735	1,907,154	198,404	2,375,829	928,103	413,758	1,580,758
1832.....	2,772,550	12,740	..	4,293,504	1,439,182	288,316	3,890,345	1,960,171	504,623	2,053,386
1833.....	2,508,810	..	..	6,452,818	1,394,622	266,746	5,089,893	1,377,117	334,130	1,740,058
1834.....	2,895,245	..	..	8,066,008	1,727,188	170,908	4,720,969	1,430,118	787,499	2,118,717
1835.....	2,778,554	4,460	..	9,490,446	1,662,764	215,450	5,574,466	878,618	917,095	2,347,556
1836.....	2,810,116	2,183	163,384	5,054,002	1,567,345	103,402	4,991,893	989,442	1,180,156	1,440,856
1837.....	1,898,390	..	165,718	3,500,709	1,015,249	155,614	3,191,238	1,010,908	942,095	1,276,702
1838.....	2,393,694	..	318,116	83,127,153	2,073,216	192,465	5,292,565	1,150,546	1,166,641	1,377,990
1839.....	2,572,427	..	303,847	4,175,001	1,572,548	189,021	4,927,296	787,964	1,616,859	1,252,824
1840.....	2,817,488	..	395,026	3,284,957	2,156,121	186,911	6,302,653	1,937,747	1,230,980	1,809,684
1841.....	1,350,106	..	480,892	1,905,096	1,720,558	194,994	5,948,814	2,417,541	831,039	1,866,997
1842.....	742,903	..	445,399	2,782,406	1,307,013	531,137	3,747,058	703,988	857,556	898,447
1843.....	1,089,410	..	678,561	2,327,002	1,435,470	223,408	5,883,806	1,421,192	750,370	1,441,244

TOTAL aggregate Value of Domestic and Foreign Exports from the United States to the following Countries.

Y E A R S.	Great Britain and Dependencies.	France and Dependencies.	Spain and Dependencies.	Netherlands and Dependencies.	Sweden and Dependencies.	Denmark and Dependencies.	Portugal and Dependencies.	China.	Hanse Towns.	Russia.	West Indies generally.	Texas.
1790	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791	9,346,562	4,684,902	1,989,621	1,955,941	47,240	923,415	1,933,402	.....	478,050	3,270	59,434	.....
1792	7,933,414	4,268,762	1,301,266	1,631,935	21,406	277,273	1,079,930	.....	498,980	4,669	290,466	.....
1793	8,491,329	5,674,630	1,769,618	2,492,140	106,146	873,508	1,018,633	.....	1,116,071	.....	390,559	.....
1794	8,431,329	7,030,498	2,237,950	3,167,336	310,327	873,508	1,018,633	.....	1,805,884	.....	594,118	.....
1795	8,173,211	5,333,681	4,053,705	5,684,515	881,784	1,926,261	1,024,245	1,023,242	9,655,524	66,221	1,543,348	.....
1796	9,218,640	12,633,635	4,714,864	2,844,817	894,452	1,926,261	1,024,245	1,023,242	9,655,524	66,221	1,543,348	.....
1797	23,118,640	11,623,314	3,650,678	2,844,817	1,696,407	2,637,309	47,401.4	397,310	9,507,447	47,381	3,367,942	.....
1798	9,212,343	7,449,076	6,632,332	9,384,196	898,315	2,637,309	729,096	261,705	13,563,343	3,450	1,596,044	.....
1799	17,066,189	6,941,456	6,740,660	7,333,367	733,367	4,334,859	1,047,385	8,012,816	17,144,400	69,732	245,021	.....
1800	26,546,967	5,103,533	17,421,402	5,851,503	2,322,294	2,114,442	1,265,944	1,374,506	10,316,197	9,135	115,631	.....
1801	27,310,299	5,103,533	13,610,516	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1802	32,152,032	14,475,357	14,475,357	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1803	25,095,091	13,475,357	13,475,357	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1804	21,062,866	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1805	23,062,866	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1806	23,062,866	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1807	23,062,866	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1808	23,062,866	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1809	23,062,866	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1810	16,555,439	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1811	16,555,439	12,776,111	12,776,111	6,692,372	2,322,294	1,841,186	1,718,750	1,718,750	6,229,492	73,721	1,261,122	.....
1812	18,891,555	3,318,884	9,267,285	17,405.6	1,604,174	141,893	11,767,210	631,460	1,126,382	.....	1,890,521	.....
1813	10,270,969	3,188,884	9,267,285	17,405.6	1,604,174	141,893	11,767,210	631,460	1,126,382	.....	1,890,521	.....
1814	9,492	4,277,630	10,113,436	29,160	2,136,045	137,250	10,687,928	184,327	.....	51,150	45,259	.....
1815	21,569,868	8,727,637	6,230,960	4,500,639	1,021,005	693,748	2,231,101	488,055	2,236,673	573,549	1,833,465	.....
1816	39,184,549	12,193,135	8,560,718	7,699,524	7,699,524	1,340,692	2,270,369	1,034,764	3,534,500	706,844	2,291,097	.....
1817	43,463,242	12,434,818	8,423,035	5,783,315	532,723	2,920,224	1,634,153	1,546,660	3,343,631	644,303	3,513,769	.....
1818	46,717,832	14,450,569	7,356,913	7,215,477	403,316	1,729,344	2,494,172	1,786,068	3,323,518	441,019	2,587,018	.....
1819	29,741,739	11,042,291	6,108,259	4,830,114	534,135	2,940,742	2,263,589	1,866,972	3,629,172	632,621	2,368,709	.....
1820	28,693,915	9,111,215	6,840,024	7,688,336	646,566	2,469,638	1,335,751	1,479,701	2,591,275	1,382,921	2,498,556	.....
1821	26,522,572	6,474,178	7,218,265	6,092,061	777,407	2,327,862	437,760	4,990,560	2,132,544	698,894	560,513	.....
1822	30,041,337	7,075,332	8,438,212	5,801,439	521,434	2,327,862	437,760	4,990,560	2,132,544	698,894	560,513	.....
1823	27,071,000	9,968,594	10,963,368	7,617,075	578,291	1,525,071	246,615	3,933,368	4,636,061	529,081	540,060	.....
1824	25,627,326	10,352,304	15,307,276	7,617,075	609,128	1,525,071	246,615	3,933,368	4,636,061	529,081	540,060	.....
1825	44,217,326	11,801,026	15,867,720	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1826	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1827	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1828	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1829	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1830	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1831	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1832	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1833	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1834	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1835	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1836	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1837	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1838	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1839	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1840	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1841	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1842	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1843	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....
1844	39,576,429	12,556,429	17,801,026	8,586,720	503,590	2,101,058	408,100	5,301,171	3,163,273	646,734	613,690	.....

Included with Mexico.

TOTAL Exports to the following Countries, since their Independence as separate Governments.

Y E A R S.	Mexico.	Venezuela, New Grenada, and Ecuador.	Central America.	Brazil.	Argentine and Cisplatine Republics.	Chili.	Texas.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	1,381,700	Under Mexico.
1822.....	.....	.....	.....	1,403,929	.....	.....
1823.....	.....	.....	.....	1,341,390	.....	.....
1824.....	.....	.....	.....	2,301,804	.....	.....
1825.....	6,470,144	2,239,255	90,522	2,303,754	573,520	921,438	
1826.....	6,281,050	1,052,072	119,774	2,300,349	379,340	1,447,498	
1827.....	4,173,257	944,534	224,772	1,863,806	151,204	1,702,601	
1828.....	2,886,481	884,524	150,272	1,088,705	154,228	2,629,402	
1829.....	2,331,151	767,348	239,854	1,929,027	626,052	1,421,134	
1830.....	4,837,458	496,900	250,118	1,843,238	629,887	1,536,114	
1831.....	6,178,218	658,149	306,497	2,076,095	659,770	1,368,155	
1832.....	3,467,541	1,117,024	335,307	2,054,794	923,040	1,221,119	
1833.....	5,408,091	957,543	675,016	3,272,101	609,728	1,463,940	
1834.....	5,265,053	795,567	184,149	2,050,351	971,837	1,476,355	
1835.....	9,029,221	1,064,016	183,793	2,608,656	708,918	941,884	
1836.....	6,041,635	829,255	189,518	3,094,523	384,933	937,917	
1837.....	3,880,323	1,080,109	157,663	1,743,200	273,872	1,487,759	1,007,923
1838.....	2,164,997	724,739	243,040	2,657,194	296,994	1,370,261	1,247,880
1839.....	2,787,362	750,785	216,242	2,637,485	465,363	1,794,553	1,122,559
1840.....	2,515,241	919,123	217,946	2,506,574	519,006	1,728,829	1,027,214
1841.....	2,036,620	872,937	149,913	3,517,273	818,170	1,102,988	1,155,557
1842.....	1,534,233	769,936	68,466	2,001,502	681,228	1,639,676	899,006
1843.....	1,471,937	745,455	52,966	1,792,288	557,234	1,049,463	142,953
1844.....	1,794,833	655,078	150,276	2,818,252	966,465	1,105,221	277,548

STATEMENT showing the Value of Imports into the United States for Twenty Years, distinguishing the leading Districts of Entry.

Y E A R S.	Massa- chusetts.	New York.	Penn- sylvania.	Maryland.	South Caro- lina.	Louisiana.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	14,826,732	23,629,240	8,158,922	4,070,842	3,007,113	3,379,717	62,577,267
1822.....	18,337,320	35,445,628	11,874,170	4,702,486	2,283,586	3,817,238	83,241,541
1823.....	17,607,160	29,421,349	13,096,770	4,846,179	2,419,101	4,283,125	77,579,267
1824.....	15,378,758	36,113,723	11,865,531	4,551,642	2,166,185	4,539,769	80,540,007
1825.....	15,845,141	49,039,174	15,841,797	4,751,815	1,892,297	4,250,051	96,340,075
1826.....	17,063,482	38,115,030	13,551,779	4,928,569	1,534,483	4,167,521	84,074,477
1827.....	19,370,564	39,719,044	11,212,935	4,405,708	1,434,106	4,531,645	79,421,068
1828.....	15,070,444	41,927,792	12,584,408	5,029,694	1,244,048	6,217,881	88,509,824
1829.....	12,620,744	34,743,307	10,100,152	4,804,135	1,139,618	6,857,209	74,492,527
1830.....	10,453,544	35,024,070	8,702,122	4,523,806	1,054,019	7,599,083	70,878,920
1831.....	14,209,056	57,077,417	12,124,083	4,826,577	1,235,163	9,766,003	103,191,121
1832.....	18,118,900	53,214,402	10,678,358	4,620,303	1,213,725	8,871,653	101,029,266
1833.....	19,940,911	55,018,449	10,451,250	5,437,057	1,517,795	9,660,505	108,118,311
1834.....	17,674,129	73,189,594	10,479,208	4,647,483	1,767,207	13,781,809	126,521,332
1835.....	19,800,373	88,191,305	12,380,937	5,647,153	1,891,805	17,519,814	149,808,742
1836.....	25,681,402	118,253,416	15,068,223	7,131,867	2,801,361	15,117,649	189,080,035
1837.....	19,084,068	79,301,722	11,680,111	7,857,933	2,510,800	14,020,012	140,889,217
1838.....	13,300,925	98,452,206	9,360,371	5,701,860	2,818,791	9,496,808	113,717,404
1839.....	19,385,223	99,882,438	15,050,715	6,995,285	3,086,077	12,004,002	162,092,132
1840.....	16,513,858	69,440,750	8,464,882	4,910,746	2,858,870	10,673,190	107,141,519
1841.....	20,318,003	76,713,426	10,346,698	6,101,313	1,567,431	10,256,350	127,066,177

RECAPITULATION OF THE NAVIGATION AND TRADE OF THE UNITED STATES.

STATEMENT showing the Total Import and Export of the United States at the five Periods as follows:—

YEARS.	Imports.	Exports.
	dollars.	dollars.
1825.....	96,340,075	90,535,388
1830.....	79,876,920	73,849,508
1835.....	129,301,247	121,693,577
1840.....	107,141,519	131,571,950
1845.....	.....	.....

STATEMENT of Value of Cargoes carried by American and Foreign Vessels; being the aggregate of Imports and Exports of each Year; and of the Portion of such aggregate carried respectively by Vessels of the United States and Foreign Vessels; these compared with the aggregate of American and Foreign Tonnage, Entering and Clearing in each Year; firstly, from the Year 1821 to 1830, and secondly, from 1831 to 1840, both inclusive; expressed in millions and tenths.

Y E A R S.	American Cargoes.	Foreign Cargoes.	Y E A R S.	American Cargoes.	Foreign Cargoes.
	dollars.	dollars.		dollars.	dollars.
I.—1821.....	113.1 millions	14.2 millions	Brought forward	859.5 millions	87.2 millions
1822.....	137.5 "	17.6 "	1827.....	146.9 "	14.7 "
1823.....	136.7 "	15.3 "	1828.....	142.9 "	17.6 "
1824.....	141.5 "	13.0 "	1829.....	130.3 "	15.3 "
1825.....	180.6 "	15.1 "	1830.....	129.4 "	14.7 "
1826.....	150.1 "	12.0 "	Total	1409.4 "	149.5 "
Carried forward	859.5 "	87.2 "			

Aggregate of American tonnage, entering and clearing, as per table, No. 111..... 17.5 millions tons.
 Ditto, Foreign..... 2.2 " "
 1409.4 millions dollars, American cargoes to 17.5 millions tons, American tonnage; 80.5 to 1 dollars.
 150.4 millions dollars, Foreign cargoes to 2.2 millions tons, Foreign tonnage; 86. to 1 dollars.

Y E A R S.	American Cargoes.	Foreign Cargoes.	Y E A R S.	American Cargoes.	Foreign Cargoes.
	dollars.	dollars.		dollars.	dollars.
2.—1831.....	159.3 millions	24.9 millions	Brought forward	1170.7 millions	219.7 millions
1832.....	156.3 "	31.7 "	1837.....	213.2 "	44.9 "
1833.....	165.9 "	32.0 "	1838.....	192.4 "	29.1 "
1834.....	191.3 "	39.1 "	1839.....	238.5 "	44.4 "
1835.....	229.3 "	42.0 "	1840.....	198.3 "	40.6 "
1836.....	264.6 "	49.7 "	Total	2013.1 "	378.7 "
Carried forward	1170.7 "	219.7 "			

Aggregate of American tonnage, entering and clearing, as per table, No. 1..... 25.0 millions tons.
 Ditto Foreign..... 11.4 " "
 2013.1 millions dollars, Foreign cargoes to 25 millions American tonnage; 80.5 to 1 dollars.
 378.7 millions dollars, Foreign cargoes to 11.4 millions Foreign tonnage; 33.4 to 1 dollars.
 Note.—The amounts of this table slightly vary from the statement of tables No. I. and II., because the fractions are not fully given. The ratio of cargo to tonnage is also calculated without reference to fractions.

RATIO of Tonnage, American and Foreign, to Value of Cargoes in three different years, selected out of each term of ten years, computed without accurate reference to fractions.

F I R S T T E R M .

Y E A R S.	A M E R I C A N .			F O R E I G N .		
	Dollars.	Tons.	Ratio.	Dollars.	Tons.	Ratio.
1821	113 millions of cargo....	to 1.5 millions	75 to 1	14.2 millions of cargo....	to 0.16 millions	90 to 1
1825.....	195 do.	to 1.8 do.	108 to 1	15.1 do.	to 0.18 do.	84 to 1
1830.....	144 do.	to 1.9 do.	75 to 1	14.7 do.	to 0.26 do.	57 to 1

S E C O N D T E R M .

Y E A R S.	A M E R I C A N .			F O R E I G N .		
	Dollars.	Tons.	Ratio.	Dollars.	Tons.	Ratio.
1831.....	159.3 millions of cargo....	to 1.9 millions	84 to 1	25 millions of cargo....	to 0.55 millions	45.5 to 1
1835.....	229.3 do.	to 2.7 do.	85 to 1	42 do.	to 1.30 do.	32.3 to 1
1840.....	198.3 do.	to 3.2 do.	62 to 1	40.6 do.	to 1.40 do.	29 to 1

NOTE.—This table exhibits a very remarkable increase of the ratio of Foreign tonnage to the value of the cargo; showing how much the carriage of the bulky commodities of export has increased in Foreign vessels. In 1821, the Foreign tonnage carried 90,000,000 dollars' worth of cargo in 1,000,000 of tons; in 1840, it carried 29,000,000 dollars' worth of cargo in 1,000,000 tons—showing that the Foreign tonnage is rapidly getting possession of that branch of our carrying trade which requires the greatest amount of shipping, and which is, therefore, the most valuable to navigation.

STATEMENT of the Commerce of each State and Territory, commencing on the 1st day of October, 1820, and ending on the 30th day of September, 1821.

STATES AND TERRITORIES.	VALUE OF IMPORTS.			VALUE OF EXPORTS.						
	In American Vessels.	In Foreign Vessels.	TOTAL.	DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total Value of Domestic and Foreign Produce.
				In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Maine.....	972,795	7,499	980,294	903,023	600	903,223	46,925	..	46,925	1,011,448
New Hampshire..	350,021	..	350,021	180,129	..	180,129	80,636	..	80,636	260,765
Massachusetts....	14,647,778	178,954	14,826,732	3,632,935	5,662	3,638,597	8,809,539	30,635	8,840,174	12,484,771
Vermont.....	15,987	..	15,987	263,330	..	263,330	..	..	..	263,330
Rhode Island.....	1,930,105	2,773	1,932,878	481,365	..	481,365	515,463	..	515,463	996,928
Connecticut.....	312,090	..	312,090	360,180	10,097	360,180	10,097	..	10,097	376,187
New York.....	21,926,635	1,702,611	23,629,246	7,137,057	761,548	7,898,605	4,919,992	344,411	5,264,315	13,162,847
New Jersey.....	17,696	..	17,696	33,613	..	33,613	..	..	..	33,711
Pennsylvania.....	7,873,692	285,830	8,158,922	2,739,233	93,154	2,832,387	4,543,730	15,620	4,559,380	7,391,767
Delaware.....	80,997	..	80,997	75,915	..	75,915	9,530	..	9,530	85,445
Maryland.....	3,982,914	87,928	4,070,842	2,595,553	119,297	2,714,850	1,121,361	14,083	1,135,544	3,850,394
Dist. of Columbia.	398,984	..	398,984	848,609	..	848,609	49,843	..	49,843	898,092
Virginia.....	946,501	131,580	1,078,490	2,270,028	756,142	3,026,170	52,424	616	53,040	3,079,210
North Carolina....	206,673	..	206,673	351,423	49,821	400,944	..	..	..	400,944
South Carolina....	1,787,590	1,219,523	3,007,113	4,435,072	2,431,843	6,867,515	225,045	107,951	332,996	7,200,511
Georgia.....	757,032	245,062	1,002,094	4,133,954	1,846,941	5,979,995	6,432	27,693	31,315	6,011,310
Louisiana.....	2,697,094	682,668	3,379,717	3,813,300	3,094,299	6,907,599	319,784	44,789	361,573	7,272,172
Alabama.....	..	..	..	108,960	..	108,960	..	..	..	108,960
Ohio.....	12	..	12	..	..	..	..	..	..	..
Michigan territory	15,132	13,944	29,076	5,375	47,915	53,290	..	..	..	53,290
Florida territory..	11,830	1,440	13,270	..	..	..	..	..	..	..
Total.....	58,025,006	4,509,818	62,534,724	34,465,272	9,206,022	43,671,894	20,710,700	891,788	21,302,488	64,974,382

STATEMENT of the Commerce of each State and Territory, commencing on the 1st day of October, 1830, and ending on the 30th day of September, 1831.

STATES AND TERRITORIES	VALUE OF IMPORTS.			VALUE OF EXPORTS.						
	In American Vessels.	In Foreign Vessels.	TOTAL.	DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total Value of Domestic and Foreign Produce.
				In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Maine.....	832,303	109,104	941,407	710,752	88,996	799,748	5,103	722	5,825	805,573
New Hampshire..	146,205	..	146,205	109,456	..	109,456	1,766	..	1,766	111,222
Vermont.....	166,206	..	166,206	925,127	..	925,127	..	..	..	925,127
Massachusetts....	13,982,768	286,288	14,269,056	3,910,354	116,847	4,027,201	3,704,930	1,632	3,706,562	7,733,763
Rhode Island.....	562,161	..	562,161	348,260	..	348,260	19,215	..	19,215	367,465
Connecticut.....	405,066	..	405,066	482,073	..	482,073	810	..	810	482,883
New York.....	53,617,033	3,460,384	57,077,417	13,869,028	1,826,490	15,726,118	8,658,965	1,150,071	9,809,026	25,535,144
New Jersey.....	..	..	..	11,430	..	11,430	..	..	..	11,430
Pennsylvania.....	11,623,584	500,499	12,124,083	3,290,496	297,896	3,591,392	1,818,411	101,000	1,919,411	5,513,713
Delaware.....	21,656	..	21,656	34,514	..	34,514	..	..	..	34,514
Maryland.....	4,513,897	312,680	4,826,577	3,294,722	435,784	3,730,506	564,183	13,954	578,141	4,308,647
Dist. of Columbia.	180,573	12,982	193,555	1,171,945	35,572	1,207,517	13,458	..	13,458	1,220,975
Virginia.....	383,797	104,725	488,522	3,644,671	505,315	4,149,986	489	..	489	4,150,475
North Carolina....	166,802	9,554	196,356	293,312	47,661	340,973	..	167	167	341,140
South Carolina....	853,171	384,992	1,238,163	4,433,690	2,094,915	6,528,605	15,573	31,023	46,596	6,575,201
Georgia.....	236,298	163,642	399,940	2,487,532	1,069,713	3,557,215	1,834	734	2,568	3,069,813
Alabama.....	143,320	81,115	224,435	1,216,455	1,196,407	2,412,862	1,032	..	1,032	2,413,894
Louisiana.....	5,969,022	3,797,071	9,766,093	8,968,610	3,866,921	12,835,531	1,067,181	2,859,277	3,926,458	16,761,989
Ohio.....	153	404	617	8,134	6,594	14,728	..	..	..	14,728
Florida territory..	110,196	5,514	115,710	11,696	16,797	28,493	2,002	..	2,002	30,495
Michigan territory	27,390	..	27,390	12,392	..	12,392	..	..	..	12,392
Total.....	93,062,110	9,229,014	102,291,124	49,671,239	11,605,818	61,277,057	15,874,942	4,168,584	20,033,526	81,310,583

VALUE of Domestic Produce Exported from each State and Territory for five Years, from 1837 to 1841.

VALUE of Foreign Produce Imported into each State and Territory for five Years, from 1837 to 1841.

STATES AND TERRITORIES.	1837	1838	1839	1840	1841	1837	1838	1839	1840	1841
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Maine.....	947,276	915,776	878,434	1,009,910	1,078,633	801,404	899,142	982,724	628,762	700,961
N. Hampshire	26,000	56,103	74,914	20,701	10,261	81,434	169,985	51,407	114,647	73,701
Vermont.....	138,093	132,650	103,886	305,150	264,005	342,149	288,417	413,513	404,617	246,739
Massachusetts.	4,871,905	6,058,529	5,526,455	6,268,158	7,307,692	19,984,608	13,300,952	19,385,223	16,513,858	20,318,003
Rhode Island.	411,806	270,061	176,804	203,006	200,276	523,610	656,613	612,057	274,534	339,592
Connecticut....	523,103	543,610	583,286	518,210	599,348	318,849	343,331	446,191	277,072	285,989
New York.....	16,083,969	16,432,436	23,296,095	22,676,609	24,279,608	79,301,722	68,453,206	90,882,438	60,440,760	75,713,426
New Jersey....	19,640	28,010	78,434	14,843	19,100	60,152	1,700	4,182	11,883	2,315
Pennsylvania..	2,565,712	2,481,543	4,148,201	5,736,456	4,404,863	11,640,111	5,390,371	15,050,715	8,464,882	10,346,098
Delaware.....	40,333	36,844	8,680	37,001	38,585	66,841	1,348	..	802	3,276
Maryland.....	3,365,173	4,105,168	4,313,189	5,495,020	4,789,160	7,857,033	5,701,869	6,995,285	4,901,746	6,101,313
D. of Columbia	467,766	366,760	497,065	751,429	764,835	102,225	122,748	132,511	119,852	77,263
Virginia.....	3,609,110	3,977,895	5,183,424	4,769,937	5,028,900	813,862	577,132	913,462	546,085	377,237
N. Carolina....	548,876	544,952	420,034	387,484	383,056	217,623	200,485	229,233	252,532	210,380
S. Carolina....	11,138,992	11,017,391	10,318,822	9,084,016	8,011,392	2,510,860	2,318,791	3,046,077	2,058,870	1,657,431
Georgia.....	8,935,041	8,803,439	5,970,147	6,862,959	3,096,017	774,349	776,064	413,987	491,428	449,807
Alabama.....	9,052,910	9,698,049	10,338,159	12,856,634	9,691,826	609,385	523,548	895,201	574,651	580,819
Mississippi....	304,841	..	..	..	..	..	..	..	..	..
Louisiana.....	81,506,875	30,077,634	30,995,036	32,998,059	32,865,618	11,020,012	9,396,808	12,064,942	10,673,190	10,250,330
Ohio.....	132,844	139,827	85,854	991,954	93,702,114	17,747	12,895	19,280	4,515	11,319
Kentucky.....	..	..	3,723	..	..	17,742	8,932	10,480	2,241	..
Tennessee....	..	..	..	..	..	27,011	527	146	28,038	7,523
Michigan.....	60,700	125,660	133,365	162,229	89,529	..	256,062	170,221	138,610	137,800
Florida.....	..	71,983	291,094	1,850,709	83,828	490,784	168,600	279,893	190,728	145,181
Missouri.....	74,373	..	..	..	..	..	15,921	40,964	10,600	38,875
Total.....	95,564,411	96,633,821	103,543,891	113,805,634	106,382,722	140,989,217	113,717,104	162,092,132	107,141,519	127,046,177

TEA, Coffee, and Sugar, Imported into the United States, from 1821 to 1844, inclusive.

YEARS.	Teas.	Coffee.	Sugar.	YEARS.	Teas.	Coffee.	Sugar.
	lbs.	lbs.	lbs.		lbs.	lbs.	lbs.
1821.....	4,975,646	21,273,659	59,512,835	1833.....	14,639,822	90,955,020	97,698,132
1822.....	6,623,431	25,742,390	88,305,670	1834.....	16,282,977	80,150,366	115,389,859
1823.....	8,210,010	37,337,732	60,789,210	1835.....	14,415,572	103,199,777	126,036,250
1824.....	8,920,167	30,221,266	91,379,811	1836.....	16,382,114	93,760,507	191,426,115
1825.....	10,209,548	45,100,630	71,071,379	1837.....	16,982,381	86,140,403	136,139,819
1826.....	10,104,000	37,310,497	84,902,955	1838.....	14,418,112	88,139,792	153,879,148
1827.....	8,875,638	30,051,946	76,701,629	1839.....	9,349,817	106,606,992	195,351,273
1828.....	7,707,427	55,194,697	66,933,951	1840.....	20,005,595	91,996,095	120,831,885
1829.....	6,636,790	51,133,638	65,307,294	1841.....	11,569,306	114,944,743	184,261,058
1830.....	8,669,415	61,984,248	86,843,046	1842.....	15,092,054	112,805,987	173,864,844
1831.....	5,182,867	81,757,386	109,011,654	1843.....	13,879,366	8,958,638	71,336,365
1832.....	9,906,606	91,722,329	66,452,288	1844.....	15,656,111	160,516,913	186,808,641

COFFEE Imported into the United States from 1821 to 1844, inclusive.

YEARS.	Hayi.	Cuba.	Other Spanish West Indies.	British West Indies.	Danish West Indies.	Dutch West Indies.	French West Indies and American Colonies.	Dutch East Indies.	British East Indies.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	7,143,453	9,113,866	1,109,603	16,741	955,746	298,931	140,224	251,391	141,457
1822.....	8,394,393	8,579,937	1,301,855	23,977	1,651,949	531,831	78,263	1,666,812	14,163
1823.....	11,100,663	15,926,158	1,112,304	629,084	691,124	338,958	65,241	2,046,569	153,697
1824.....	13,615,778	12,802,830	1,752,402	1,948,070	1,394,847	378,074	70,500	518,639	7,192
1825.....	14,410,251	19,107,025	1,742,051	2,052,034	509,038	388,647	25,083	835,585	104,223
1826.....	7,702,866	18,232,887	797,282	7,987,821	1,633,310	59,705	96,041	2,269,171	340,401
1827.....	13,959,506	22,325,043	1,557,474	698,086	1,339,788	31,921	20,388	1,770,515	74
1828.....	15,654,040	15,108,771	2,151,923	11,894	2,453,335	209,331	57,047	1,113,842	971
1829.....	12,679,804	18,490,506	2,035,874	41,332	2,184,854	94,477	3,427	939,176	..
1830.....	11,139,486	15,925,774	3,408,048	57,632	1,603,655	81,409	1,045	1,455,287	8,696
1831.....	12,708,925	38,097,122	3,257,779	774,496	1,097,024	236,068	40,643	4,328,770	142,309
1832.....	16,934,853	24,128,542	6,440,630	91,745	1,570,708	511,359	23,053	7,802,111	881,054
1833.....	11,784,835	38,939,564	3,183,153	212,178	701,311	447,000	325	5,907,104	471,132
1834.....	15,141,779	19,639,467	4,702,881	135,918	857,817	222,200	27,970	5,307,186	437,537
1835.....	19,278,290	29,373,665	3,006,948	414,831	741,451	194,403	7,510	4,628,890	408,398
1836.....	11,772,064	17,850,736	2,809,492	71,647	975,007	78,170	2,230	8,850,658	203,741
1837.....	9,252,636	29,053,653	2,647,492	94,784	410,380	326,085	18,834	1,770,719	484,570
1838.....	11,379,250	38,051,051	1,561,553	64,899	454,593	272,702	6,779	2,423,277	130,360
1839.....	9,726,495	26,181,489	1,720,048	150,684	109,003	317,307	230,368	2,083,521	202,950
1840.....	9,153,524	25,331,888	782,538	50,151	23,761	128,965	260	2,314,867	..
1841.....	12,547,791	17,198,573	1,678,394	56,441	419,154	126,400	77,736	541,625	..
1842.....	11,530,192	14,821,458	1,147,365	13,876	301,199	122,594	3,675	6,733,275	..
1843.....	10,811,238	10,612,387	500,044	48,045	51,609	6,900	11,506	1,638,307	..
1844.....	20,781,401	28,828,875	544,711	9,591	22,825	3,619	..	8,740,841	100

(continued)

COFFEE Imported into the United States from 1821 to 1844, inclusive—*continued.*

YEARS.	China.	Manilla and Philippine Islands.	Asia generally.	Africa generally.	Mexico.	Brazil.	Columbia and Vene- zuela.	Holland and Ne- therlands.	Total Imports from all Countries.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	..	5,495	218,323	71,885	..*	691,536	1,023,770	258	21,273,659
1822.....	8	17,332	..	51,954	..*	2,283,280	1,110,121	..	25,782,390
1823.....	..	25,559	727,348	41,812	..*	2,367,778	1,341,337	122	37,337,732
1824.....	337	14,424	..	103,359	..*	3,044,587	3,602,435	506	30,224,296
1825.....	12,072	54,905	..	41,104	216,850	2,708,775	2,352,912	..	45,190,630
1826.....	75,074	..	77,133	22,206	10,335	2,850,075	2,189,698	..	37,319,407
1827.....	219	48,750	..	48,003	8,320	4,841,943	2,670,410	278	50,051,986
1828.....	51,512	128	..	65,911	605	15,246,299	2,629,619	..	55,194,607
1829.....	48,795	5,420	212	34,332	324	11,131,936	3,319,330	..	51,133,538
1830.....	945	280,270	..	136,328	15,196	14,693,232	2,400,055	..	51,488,248
1831.....	132	123,752	774	117,122	160,834	14,686,986	4,122,948	16,913	81,767,386
1832.....	10,353	448,823	328,072	89,162	456,168	25,733,532	5,078,049	322	91,722,329
1833.....	2,201	438,011	663,213	75,283	303,238	29,489,224	4,793,710	1,800	99,955,020
1834.....	10,440	239,260	128,570	214,066	225,581	26,571,368	5,459,360	371	80,153,366
1835.....	191,584	379,204	40,100	349,845	256,991	35,771,876	5,767,208	722,328	103,199,777
1836.....	75,785	193,362	648,173	177,924	1,180,674	46,840,219	4,496,430	90,008	93,790,507
1837.....	1,132	351,320	..	230,341	40,865	33,806,246	8,074,969	312,142	88,140,403
1838.....	65,813	354,670	181,700	230,993	200	27,411,086	9,739,268	589,182	88,139,720
1839.....	1,200	270,130	..	355,056	450	48,694,204	12,318,944	3,542,827	106,696,992
1840.....	1,549	128,500	24,323	288,156	86,111	47,412,570	7,647,670	2,028,367	94,996,005
1841.....	..	..	173,461	241,145	78,974	59,575,722	15,396,955	6,794,792	114,684,763
1842.....	22,764	263,391	950,213	339,956	1,230	61,246,742	12,415,702	3,048,143	112,764,635
1843.....	200	91,750	1,173,431	275,690	..	40,515,666	11,441,587	480,838	92,914,577
1844.....	1,456	460,293	..	800,593	24,370	96,201,484	13,050,004	2,174,760	100,561,943

* See Columbia.

† Central Republic.

‡ In the above, and in all the annual tables for 1843, nine months ending on the 30th of June are only included.

FOREIGN Trade of each State and Territory, from the 1st of October, 1841, to the 30th of September, 1842.

		VALUE OF IMPORTS.			VALUE OF EXPORTS.						
STATES AND TERRITORIES.	RIES.	In American Vessels.	In Foreign Vessels.	TOTAL.	DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total of Domestic and Foreign Produce.
		In American Vessels.	In Foreign Vessels.		TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.			
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Maine.....		547,950	58,008	606,958	995,743	47,429	1,043,172	1,797	5,554	7,351	1,050,523
New Hampshire.....		55,256	5,225	60,481	21,697	3,722	28,410	..	128	128	28,547
Vermont.....		209,868	..	209,868	550,293	..	550,293	7,216	..	7,216	557,509
Massachusetts.....	16,495,973	1,490,400	17,986,433	5,898,838	820,257	6,719,115	2,393,640	604,355	3,087,995	9,807,110	348,696
Rhode Island.....	320,368	3,324	323,692	322,982	485	323,467	25,459	..	25,459	348,696	532,392
Connecticut.....	329,580	6,127	335,707	531,313	1,079	532,392	..	..	..	532,392	70,907
New York.....	51,923,055	6,352,649	57,875,004	16,680,810	4,158,476	20,739,286	4,768,292	2,060,200	6,837,492	27,576,778	55,065
New Jersey.....	145	..	145	64,931	..	64,931	5,976	..	5,976	70,907	4,904,706
Pennsylvania.....	6,757,228	628,630	7,385,858	2,785,201	608,553	3,293,814	394,127	82,780	476,913	3,770,727	2,855
Delaware.....	1,612	1,945	3,557	56,959	4,706	55,665	..	..	..	55,665	681,675
Maryland.....	3,998,365	418,713	4,417,078	3,556,501	1,099,090	4,655,591	233,017	36,242	269,259	4,904,706	3,780,886
District of Columbia.....	23,934	5,122	29,056	320,961	177,859	498,820	1,934	921	2,855	498,820	344,650
Virginia.....	278,630	38,169	316,799	3,361,417	413,810	3,775,227	6,159	..	6,159	3,781,386	7,825,723
North Carolina.....	181,555	5,849	187,404	320,375	24,275	344,650	..	..	..	344,650	4,300,257
South Carolina.....	1,042,424	317,041	1,359,465	4,097,633	2,410,166	7,508,389	6,573	10,751	17,324	7,525,723	9,965,675
Georgia.....	230,925	111,239	342,164	2,661,624	1,039,527	3,701,151	130	..	130	3,701,151	262,229
Alabama.....	238,170	125,701	363,871	5,937,570	4,028,105	9,965,675	..	..	..	9,965,675	28,404,149
Louisiana.....	6,179,027	1,864,603	8,043,630	21,008,320	5,819,102	27,427,422	582,267	394,400	976,667	28,404,149	899,786
Ohio.....	12,179	872	13,051	591,504	308,282	899,786	..	..	..	899,786	..
Kentucky.....	17,306	..	17,306	..	..	..	..	..	..	..	..
Tennessee.....	5,687	..	5,687	..	..	..	..	..	..	..	..
Michigan.....	79,982	802	80,784	262,229	..	262,229	..	..	..	262,229	..
Missouri.....	31,137	..	31,137	..	..	..	..	..	..	..	..
Florida.....	164,412	12,568	176,980	23,383	9,223	32,606	2	776	778	32,606	..
Total, 1842.....		88,724,280	11,437,807	100,162,087	71,167,634	21,502,302	92,669,936	8,425,389	1,296,149	11,721,538	104,691,534

In the above, and the following tables, of the foreign trade of each state and territory, the direct foreign trade only is included. Several of the states, Kentucky, Tennessee, and Ohio for example, export to foreign countries their products, and import great quantities of foreign products and manufactures, but nearly all in transit through other states.

FOREIGN TRADE OF THE UNITED STATES.

775

FOREIGN Trade of each State and Territory, during the nine Months ending on the 30th of June, 1843.

STATES AND TERRITORIES.	VALUE OF IMPORTS.			VALUE OF EXPORTS.						
	In American Vessels.	In Foreign Vessels.	TOTAL.	DOMESTIC PRODUCE.			FOREIGN PRODUCE.			Total of Domestic and Foreign Produce.
				In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars	dollars.	dollars.	dollars.	dollars.	dollars.
Maine.....	197,673	52,587	250,260	656,855	23,577	680,432	161	2,298	2,459	682,891
New Hampshire..	5,836	2,453	8,289	43,061	1,598	44,659	75	40	115	44,774
Vermont.....	88,000	..	88,000	141,834	..	141,834	28,137	..	28,137	169,971
Massachusetts....	8,066,249	8,723,203	16,789,452	4,128,830	301,851	4,430,681	1,620,310	354,216	1,974,526	6,405,207
Rhode Island.....	155,611	147	155,758	105,292	..	105,292	555	..	555	105,847
Connecticut.....	229,112	1,729	230,841	306,950	273	307,223	..	..	..	307,223
New York.....	27,360,920	3,095,620	31,356,540	11,093,244	2,349,990	13,443,234	2,393,458	925,972	3,319,430	16,762,664
New Jersey.....	..	..	..	8,033	..	8,033	2,588	..	2,588	10,621
Pennsylvania.....	2,630,521	130,109	2,760,630	1,948,644	123,301	2,071,945	275,065	7,938	283,003	2,354,948
Delaware.....	1,752	2,933	4,685	91,362	4,128	95,490	192	..	192	98,682
Maryland.....	2,179,119	300,013	2,479,132	2,152,593	667,621	2,820,214	176,705	18,637	195,342	3,015,530
Dist. of Columbia.	62,073	33,367	95,442	183,351	101,312	284,703	..	185	185	284,948
Virginia.....	155,681	31,381	187,062	1,810,915	143,595	1,954,510	2,637	18	2,655	1,957,165
North Carolina....	108,739	2,237	110,976	168,535	2,564	171,099	..	..	..	171,099
South Carolina....	1,084,653	210,056	1,294,709	5,034,953	2,719,199	7,754,152	2,249	4,408	6,657	7,760,809
Georgia.....	146,316	61,116	207,432	2,791,968	1,730,433	4,522,401	..	..	..	4,522,401
Alabama.....	239,008	121,587	360,595	7,022,248	4,135,212	11,157,460	..	..	..	11,157,460
Mississippi*.....	..	..	..	..	..	..	..	..	..	..
Louisiana.....	7,156,961	1,013,054	8,170,015	21,516,337	5,137,587	26,653,924	443,511	292,989	736,500	27,390,424
Ohio.....	9,454	1,320	10,774	10,936	109,152	120,108	..	..	..	120,108
Kentucky.....	8,145	..	8,145	..	..	..	..	..	..	..
Tennessee.....	..	..	..	..	..	..	..	..	..	..
Michigan.....	76,175	195	76,370	262,094	..	262,094	..	..	..	262,094
Missouri.....	..	..	..	..	..	..	..	..	..	..
Florida.....	59,815	98,817	158,632	625,764	131,571	760,335	174	179	353	760,688
Total, 1843 ..	49,971,875	14,781,924	64,753,799	60,107,819	17,685,904	77,793,783	4,945,817	1,606,890	6,552,697	84,346,480

FOREIGN Trade of each State and Territory during the Year ending on the 30th of January, 1844.

Maine.....	500,242	70,582	570,824	1,031,281	133,683	1,164,964	246	10,925	11,171	1,176,134
New Hampshire..	27,185	31,235	58,420	4,040	1,954	5,994	662	28	690	6,685
Vermont.....	97,183		97,183	196,574		196,574	216,793		216,793	413,367
Massachusetts....	15,444,060	4,861,947	20,306,007	5,734,949	636,887	6,371,836	2,371,073	352,477	2,724,450	9,096,286
Rhode Island.....	265,825	3,612	269,437	202,608	54,994	257,602	3,175		3,175	260,777
Connecticut.....	317,135	6,164	323,299	745,773	52,952	798,725	1,291		1,291	800,016
New York.....	58,315,222	6,764,391	65,079,613	20,374,600	5,630,577	26,005,177	5,194,108	1,634,255	6,828,363	32,861,040
New Jersey.....		17,670	17,670	13,880		13,880	4,300		4,300	18,189
Pennsylvania.....	6,833,300	383,967	7,217,267	3,032,598	232,429	3,265,027	251,491	18,738	270,229	3,535,256
Delaware.....	8,093		8,093	125,771		125,771	406		406	126,177
Maryland.....	3,650,794	237,956	3,917,750	3,837,106	1,004,444	4,841,550	263,822	27,394	298,210	5,133,166
Dist. of Columbia.	44,385	21,243	65,628	410,515	139,783	550,298	0,061	3,194	0,254	559,882
Virginia.....	226,328	41,326	267,654	2,594,394	328,844	2,923,238	19,041		19,041	2,942,279
North Carolina....	196,227	12,015	208,242	263,410	34,961	298,371				298,371
South Carolina....	792,560	338,955	1,131,515	3,202,386	4,227,199	7,429,585	871	2,826	3,697	7,433,282
Georgia.....	213,761	91,933	305,694	1,708,782	2,575,023	4,283,805				4,283,805
Alabama.....	246,955	105,863	352,818	4,970,470	4,935,755	9,906,225		1,459	1,459	9,907,684
Louisiana.....	6,693,573	1,133,216	7,826,789	20,327,093	9,118,641	29,445,734	409,761	645,812	1,055,573	30,498,307
Mississippi.....										
Tennessee.....										
Missouri.....	25,627		25,627							
Ohio.....	31,510	4,503	36,013	97,954	445,902	543,856				543,856
Kentucky.....	19,379		19,379							
Michigan.....	120,673		120,673	293,901		293,901				293,901
Florida.....	95,716	59,979	155,695	537,281	454,376	991,657	153	19,600	19,753	1,011,416
Total, 1844 ..	94,174,673	11,260,362	105,435,035	69,706,375	30,004,804	99,711,179	8,744,154	2,740,713	11,484,867	111,200,046

VALUES of the Principal Articles of Merchandise imported into the United States, annually, from 1821 to 1844, inclusive.

YEARS.	ARTICLES.							
	Cottons.	Woollens.	Silks.	Linens and Manufactures of Flax.	Manufactures of Hemp.	Manufactures of Iron and Steel.	Earthen, Stone and China ware	Specie and Bullion.
1821.....	dollars. 7,589,711	dollars. 7,437,737	dollars. 4,486,914	dollars. 2,584,159	dollars. 1,120,450	dollars. 1,868,529	dollars. 763,883	dollars. 8,064,890
1822.....	10,240,907	12,185,904	6,840,928	4,132,747	1,837,328	3,155,375	1,164,609	3,369,816
1823.....	8,534,877	8,268,038	6,718,441	3,803,007	1,407,006	2,967,121	1,143,415	5,007,896
1824.....	8,895,757	8,866,507	7,204,588	3,873,610	1,780,199	2,831,702	888,869	6,473,095
1825.....	12,609,516	11,392,204	10,299,743	3,887,787	2,134,384	3,706,416	1,086,890	6,156,765
1826.....	5,218,034	8,431,071	8,327,909	2,387,026	2,062,728	3,186,485	1,337,539	6,880,966
1827.....	9,316,153	8,742,701	6,712,015	2,656,786	1,883,466	3,973,587	1,781,047	8,151,130
1828.....	10,996,270	8,079,505	7,630,640	3,339,539	2,087,318	4,180,915	1,554,010	7,489,741
1829.....	8,369,017	6,891,489	5,932,213	2,842,431	1,468,485	3,430,908	1,337,744	7,403,612
1830.....	7,802,326	5,706,396	5,032,213	3,011,280	1,533,478	3,655,848	1,259,060	8,156,964
1831.....	16,090,224	12,627,229	11,117,940	3,790,111	1,477,149	4,827,833	1,624,604	7,305,945
1832.....	10,399,653	9,992,424	10,248,907	4,073,164	1,650,618	5,306,245	2,024,020	5,907,504
1833.....	7,600,449	13,262,509	9,498,366	3,132,557	2,036,035	4,135,437	1,818,187	7,070,368
1834.....	10,145,181	11,879,328	10,998,961	5,485,389	1,679,995	4,746,621	1,811,413	17,011,632
1835.....	15,376,585	17,834,424	16,677,547	6,472,021	2,555,847	5,351,616	1,687,082	13,131,447
1836.....	17,476,087	21,080,003	22,980,212	9,307,493	3,365,897	7,880,869	2,709,187	13,400,881
1837.....	11,150,841	8,500,292	14,352,823	5,544,761	1,951,626	6,626,693	1,823,400	10,516,414
1838.....	6,509,330	11,512,020	9,812,338	3,972,098	1,581,757	6,613,286	1,385,536	17,747,116
1839.....	14,908,181	18,575,945	21,078,080	7,703,005	2,097,715	6,507,510	2,483,258	5,595,170
1840.....	6,504,404	9,071,184	9,761,223	4,614,166	1,588,155	3,184,000	2,010,231	8,882,813
1841.....	11,757,030	11,001,939	15,511,009	6,846,807	2,566,381	4,255,960	1,536,450	4,984,633
1842.....	9,578,515	8,375,725	9,448,372	3,656,184	1,273,534	3,572,081	1,557,961	4,087,016
1843.....	3,457,902	2,497,042	4,943,278	1,434,921	184,044	1,372,549	653,246	22,320,325
1844.....	11,292,804	9,186,287	8,485,622	5,014,905	1,178,187	5,856,211	1,811,747	11,101,238

YEARS.	ARTICLES.									
	Wines.	Spirits.	Molasses.	Teas.	Coffee.	Sugar.	Salt.	Spices.	Lead.	Hemp and Cordage.
1821.....	dollars. 1,874,464	dollars. 1,804,708	dollars. 1,719,227	dollars. 1,322,636	dollars. 4,489,970	dollars. 3,553,582	dollars. 609,021	dollars. 310,281	dollars. 284,701	dollars. 618,356
1822.....	1,864,627	2,450,201	2,398,355	1,860,777	3,552,649	5,034,429	625,932	505,340	266,441	1,202,085
1823.....	1,291,842	1,791,419	2,634,222	2,351,245	7,098,119	3,258,689	740,866	580,950	155,175	796,731
1824.....	1,050,898	2,142,620	2,413,643	2,786,252	5,437,029	5,165,800	613,486	655,140	128,570	590,035
1825.....	1,826,263	3,135,210	2,547,715	3,728,935	5,250,828	4,232,539	580,125	626,030	301,408	484,826
1826.....	1,781,188	1,697,712	2,838,728	3,752,281	4,159,558	5,311,631	677,058	504,608	265,409	636,356
1827.....	1,621,035	1,651,436	2,818,082	1,714,862	4,464,391	4,577,361	535,201	322,730	303,615	608,355
1828.....	1,607,533	2,331,656	2,788,471	2,451,197	5,192,338	3,546,736	443,469	432,504	305,662	1,191,441
1829.....	1,669,562	1,447,914	1,484,104	2,060,457	4,585,585	3,622,406	714,618	461,539	57,723	279,743
1830.....	1,535,102	658,990	995,776	2,425,018	4,227,021	4,640,342	671,979	457,723	20,395	762,239
1831.....	1,672,058	1,037,737	2,432,488	1,418,037	6,317,666	4,910,877	535,138	479,095	52,410	335,572
1832.....	2,387,479	1,365,018	2,624,281	2,788,353	9,099,464	2,733,688	634,910	306,013	124,632	987,253
1833.....	2,969,497	1,537,220	2,867,966	5,494,603	10,567,299	4,732,343	996,418	919,493	60,745	624,054
1834.....	2,944,388	1,319,245	2,989,020	6,217,949	4,762,637	5,537,829	830,312	403,932	183,762	660,307
1835.....	3,750,608	1,632,681	2,074,172	4,222,806	10,715,466	6,806,767	655,097	712,638	64,112	616,341
1836.....	4,332,034	1,917,381	4,077,312	5,342,811	9,653,053	12,514,594	724,527	1,018,039	37,521	904,103
1837.....	4,105,741	1,470,802	3,444,701	5,903,054	8,657,760	7,202,668	862,617	847,607	17,874	830,080
1838.....	2,318,282	1,476,918	3,865,285	3,497,156	7,640,217	7,580,360	1,028,418	438,258	8,765	597,565
1839.....	3,441,697	2,222,426	4,304,234	2,428,419	9,744,103	9,919,502	887,092	839,236	20,766	716,999
1840.....	2,209,170	1,502,564	2,910,791	5,427,010	8,546,222	5,580,950	1,015,426	558,939	19,455	786,115
1841.....	2,091,411	1,743,237	2,628,519	3,460,245	10,444,482	8,798,037	821,495	498,879	3,702	742,970
1842.....	1,271,019	886,806	1,942,575	4,527,108	8,938,638	6,370,775	841,572	568,632	523,428	353,888
1843.....	301,925	177,518	1,134,820	3,649,902	6,399,183	2,322,618	710,489	264,658	7,530	442,650
1844.....	907,006	879,077	2,871,940	4,120,785	9,764,554	11,659,901	930,912	470,709	102	881,203

OFFICIAL Value of the following Articles Imported into the United States during the Years 1841 to 1844, inclusive.

ARTICLES.	1841	1842	1843*	1844	ARTICLES.	1841	1842	1843*	1844
dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Cotton Manu- factures:—					Unmanufactured Iron, &c.:—				
Dyed & coloured	7,434,727	6,168,544	1,730,318	8,894,219	Bar iron, rolled..	2,172,278	2,053,453	511,282	1,065,582
White	1,373,506	1,286,894	393,105	1,670,769	not rolled..	1,614,519	1,041,410	327,550	583,065
Hosiery, gloves, &c.	980,639	1,027,621	807,243	1,121,460	Pig iron	223,228	205,284	48,251	200,322
Twist, yarn, &c.	863,130	437,917	26,227	637,006	Old & scrap iron	10,537	8,207	2,743	43,396
Nankeens, from China	217	53			Steel	609,201	507,317	201,772	487,462
Not specified ...	904,818	638,486	398,975	645,390	Total.....	4,629,863	3,995,671	1,091,598	2,350,027
Total.....	11,575,036	9,574,515	2,861,868	12,908,844	Hemp and Cordage:—				
Woolen Manu- factures:—					Hemp	561,039	267,849	390,108	471,750
Cloths, merino					Tarred cordage..	112,996	66,548	26,570	68,349
shawls, &c. ..	5,042,045	4,180,875	1,356,528	5,040,474	Untarred ditto..	68,536	19,491	6,826	5,273
Blankets	691,895	566,233	201,454	1,004,826	Total.....	742,570	353,888	423,504	545,372
Hosiery, gloves, &c.	471,877	375,297	41,073	662,905	Other Articles:—				
Worsted stuff ..	3,712,202	2,366,122	456,050	1,835,875	Earthen and China ware...	1,536,450	1,557,961	627,123	1,768,704
Yarn	158,224	217,611	60,900	159,020	Specie & bullion.	4,998,633	4,087,016	22,319,335	5,830,429
Carpeting	345,488	242,300	101,811		Wines	2,091,411	1,271,019	301,925	909,065
Flannels and baizes	144,911	90,280	37,449	300,178	Spirits	1,743,237	886,866	273,616	878,977
Not specified ...	393,203	330,089	74,317		Molasses	2,028,519	1,942,575	1,134,440	2,833,753
Total.....	11,001,939	8,375,725	2,431,756	9,108,278	Teas	3,406,245	4,527,108	3,846,228	4,075,195
Silks	15,511,009	9,448,372	3,011,883	1,292,488	Coffee	10,444,882	8,938,638	6,346,787	9,594,877
Flax Manu- factures:—					Sugar	8,708,037	6,370,775	2,532,618	7,196,081
Linens	6,320,419	3,153,805	1,200,772	3,703,532	Salt	821,455	841,572	716,480	911,512
Not specified ...	526,388	505,379	282,140	789,294	Spices	498,879	568,636	210,013	364,034
Total.....	6,846,807	3,659,184	1,482,912	4,492,826	Lead	3,702	523,124	227	91
Hemp Manu- factures:—					Total.....	37,631,490	32,515,594	36,306,181	35,277,668
Sail duck	904,493	516,880	236,965		Value of Im- ports:—				
Sheetings	325,167	110,782	83,593	200,215	Free of duty....	66,019,731	30,627,480	35,574,584	24,766,881
Ticklenburgs, &c.	539,773	187,004	58,699	236,730	Paying duty....	61,920,446	69,534,601	29,479,213	83,608,155
Cotton bagging..	723,678	421,821	105,427	63,067	Total imports..	127,940,177	100,162,087	65,053,799	108,435,036
Not specified ...	73,271	37,042	41,842		Imports re- exported:—				
Total.....	2,586,381	1,273,534	526,502	500,018	Free of duty....	11,240,909	6,837,084	3,096,125	3,519,760
Manufactured Steel and Iron:					Paying duty....	4,228,181	4,884,451	3,456,572	7,965,107
Paying duty <i>ad valorem</i>	3,428,140	2,919,438	773,122	3,708,923	Total.....	15,469,091	11,721,535	6,552,697	11,484,867
Paying specific duty	821,820	657,583	380,851	531,658	Domestic ex- ports.....	106,382,722	92,969,966	77,793,783	99,715,179
Total.....	4,249,960	3,577,021	1,153,973	4,240,581	Total exports..	121,851,803	104,001,501	84,346,480	111,300,046

* Nine months, to June 30th.

SUMMARY Value of Imports.

IMPORTS.	1841	1842	1843*	1844
dollars.	dollars.	dollars.	dollars.	dollars.
Value of imports	127,940,177	100,162,087	64,753,799	108,435,035
Deduct specie	4,998,633	4,087,016	22,319,435	5,830,429
Value of merchandise imported.	122,957,544	96,075,071	42,434,364	102,604,606

* Nine months.

There has been a great decrease in the importation of certain manufactures, the demand for which has been chiefly supplied by home manufactures.

IMPORTATION of Manufactured Goods into the United States during the Years 1840, 1841, 1842, and 1844, leaving out 1843, as the returns were for only nine months, and cannot be correctly compared with the other years :—

ARTICLES.	1840	1841	1842	1844
	dollars.	dollars.	dollars.	dollars.
Manufactures of—				
Cotton	6,504,484	11,757,036	9,578,515	12,008,844
Woolen	9,071,184	11,001,039	8,375,723	9,108,278
Silk	9,761,223	15,511,099	9,448,372	1,292,488
Flax	4,614,406	6,846,807	3,659,184	4,492,826
Hemp	1,588,155	2,560,381	1,273,564	500,018
Steel and iron	3,184,000	4,255,060	3,572,081	3,240,581
Manufactured iron, &c.	4,056,507	4,629,853	3,910,671	2,380,027
Hemp and cordage	786,115	742,070	855,888	545,372

STATEMENT of the Value of the Exports of the Growth, Produce, and Manufactures of the United States, during the Years 1842, 1843, and 1844.

PRODUCE	1842	1843*	1841	PRODUCE.	1842	1843*	1844
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
OF THE SEA.				Manufactures (continued).			
Fisheries :—				Brought forward.....	943,050	720,442	1,141,482
Dried fish, or cod fisheries	567,782	381,175	609,836	Coaches and other carriages	48,507	48,356	63,931
Pickled fish.....	102,324	116,042	197,605	Hats.....	65,882	39,843	75,640
Whale and other fish oil..	1,315,411	803,774	164,323	Saddlery.....	25,986	17,653	34,552
Spermoceti oil.....	232,114	310,708	344,930	Wax.....	103,022	137,532	278,039
Whalebone.....	225,382	257,481	463,096	Spirits from grain.....	50,708	21,395	56,697
Spermoceti candles.....	316,997	213,308	180,402	Beer, ale, porter, and cider	54,674	44,064	59,312
				Snuff and tobacco	525,490	279,319	536,600
Total.....	2,823,010	2,112,548	2,550,282	Lead.....	523,428	492,765	595,238
OF THE FOREST.				Linseed oil and spirits of turpentine	34,775	20,434	68,470
Skins and furs.....	598,487	453,869	742,100	Cordage.....	30,457	22,198	49,242
Ginseng.....	63,702	193,870	95,008	Iron—Pig, bar and nails..	120,454	120,923	133,322
Product of Wood :—				— Castings.....	68,507	41,188	54,598
Staves, shingles, boards, hewn timber.....	2,203,537	1,026,170	1,672,279	— All manufactures of..	920,561	370,581	528,212
Other lumber.....	253,931	211,111	326,045	Spirits from molasses.....	247,745	117,587	241,604
Masts and spars.....	37,730	19,669	23,274	Sugar, refined.....	201,400	47,345	124,504
Oak bark and other dyes..	111,087	59,538	70,350	Chocolate.....	3,894	2,032	2,150
All manufactures of wood.	623,718	391,312	919,100	Gunpowder	101,202	47,086	130,923
Naval stores, tar, pitch, rosin, and turpentine.....	743,320	475,357	818,692	Copper and brass.....	97,921	79,334	91,448
Asbes—Pot and Pearl.....	682,741	541,004	1,140,848	Medicinal drugs.....	139,313	108,438	166,805
				Cotton Piece Goods—			
Total.....	5,518,262	3,352,099	5,813,712	Printed and coloured.....	385,040	358,415	385,403
OF AGRICULTURE.				White.....	2,297,964	2,575,049	2,298,600
Product of Animals :—				Twist, yarn and thread ..	37,325	57,312	44,421
Beef, &c.....	1,212,638	1,092,949	1,810,551	All other manufactures of.	250,361	232,774	170,156
Butter and cheese.....	384,185	508,968	758,820	Flax and hemp, all manu-			
Pork.....	2,629,403	2,120,020	3,236,179	factures of.....	1,038	326	311
Horses and mules.....	280,654	212,696	315,696	Wearing apparel.....	53,219	28,845	117,370
Sheep.....	38,892	29,061	27,824	Combs and buttons.....	34,714	23,227	30,778
Vegetable Food :—				Brushes.....	1,925	4,467	5,962
Wheat.....	916,016	264,109	500,400	Billiard tables and appa-			
Flour.....	7,375,356	3,763,073	6,759,488	ratins.....	1,800	415	2,534
Indian corn.....	345,150	281,749	404,008	Umbrellas and parasols..	5,838	4,634	6,514
Indian meal.....	617,817	519,797	745,420	Leather and morocco skins	22,502	26,782	30,197
Rye meal.....	124,390			Printing presses.....	10,611	30,530	36,243
Rye, oats, and other small grain and pulses.....	175,082	108,640	133,477	Fire engines.....	1,304		
Biscuit or ship bread.....	323,759	312,232	388,603	Musical instruments.....	16,253	6,684	17,050
Potatoes.....	35,844	47,737	74,108	Books and maps.....	44,846	23,643	42,432
Apples.....	32,845	32,825	51,465	Paper and stationery.....	69,862	51,391	83,108
Rice.....	1,907,367	1,625,726	2,182,408	Paints and varnish.....	27,370	28,994	44,060
Tobacco.....	9,640,755	4,650,979	8,327,255	Vinegar.....	10,308	7,555	8,815
Cotton.....	47,603,464	49,119,846	54,063,501	— tin.....	7,018	9,907	4,884
All other Agricultural Products :—				Manufactures of glass.....	36,748	23,348	77,860
Flaxseed.....	34,991	49,406	23,749	— pewter and lead.....	5,682	5,026	6,421
Hops.....	36,547	123,743	51,550	— tin.....	16,789	7,121	10,018
Brown sugar.....	8,890		12,363	— marble and stone.....	18,021	8,545	19,135
Indigo.....	1,042	108	1,170	— gold, silver and leaf..	1,823	1,905	2,368
				Gold and silver coin.....	1,170,764	107,429	183,405
Total.....	73,684,113	64,803,736	79,849,572	Artificial flowers & jewelry	7,638	3,769	6,761
OF MANUFACTURES.				Molasses.....	19,040	1,317	3,922
Soap and candles.....	485,128	407,105	619,544	Trunks.....	3,910	2,072	7,481
Boots and shoes.....	168,923	115,355	204,000	Brick and lime.....	5,728	3,883	12,833
Household furniture.....	250,907	197,982	327,938	Domestic salt.....	39,064	10,262	47,755
				Total.....	4,014,401	6,417,725	8,163,089
Carried forward.....	945,050	720,442	1,141,482	Articles not enumerated:			
				Manufactured.....	508,976	470,261	1,000,090
				Other articles.....	1,360,163	575,199	854,427
				Total.....	62,900,990	77,703,783	99,715,179

* Nine months only, which excludes comparison for 1843.

Of the aggregate value of the exports, 69,706,875 dollars were shipped in American vessels, and 30,008,804 dollars in foreign vessels. More than one-half the value of exports from the United States in 1844, consisted of the single article of cotton. Tobacco comes next, and then flour.

TABLE exhibiting the Value of Imports from, and Exports to, each foreign Country, during the Year ending September 30, 1842, and nine Months ending June 30, 1843.

COUNTRIES.	1842 Imports.	1842 EXPORTS.			1843 Imports.*	1843 EXPORTS.*		
		Domestic Produce.	Foreign Produce.	TOTAL.		Domestic Produce.	Foreign Produce.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Russia.....	1,350,106	316,026	520,587	826,693	742,803	309,867	76,988	386,783
Prussia.....	16,192	149,141	7,547	156,688	222,039	18,330	240,369	258,699
Sweden.....	800,934	238,948	105,970	344,918	227,356	18,381	15,807	34,188
Swedish West Indies.....	23,242	120,727	3,320	133,047	51,318	31,228	2,346	33,574
Denmark.....		70,766	27,819	98,585		74,657	6,510	81,167
Danish West Indies.....	584,321	791,828	157,200	949,089	485,285	672,158	74,540	746,698
Holland.....	1,067,438	3,236,388	346,988	3,623,326	430,823	1,698,327	238,140	1,936,467
Dutch East Indies.....	741,048	85,578	193,580	279,158	121,524	90,739	103,742	193,981
" West Indies.....	331,270	251,650	15,581	207,231	230,571	204,837	10,819	215,756
" Guiana.....	74,764	101,055		101,055	32,533	24,680		24,680
Belgium.....	619,588	1,431,038	170,040	1,610,684	171,696	1,674,224	296,485	1,970,709
Hanse Towns.....	2,274,019	3,814,904	740,519	4,564,513	920,865	2,898,948	392,984	3,291,932
England.....	33,146,499	36,084,008	2,932,140	39,613,948	26,141,118	37,149,095	1,106,064	38,255,159
Scotland.....	655,050	1,522,735	80,279	1,603,014	128,846	2,303,354	14,637	2,378,011
Ireland.....	102,790	49,908		49,908	43,535	208,402	1,180	209,682
Gibraltar.....	12,268	466,937	115,961	582,898	23,915	218,251	38,197	256,448
Malta.....	7,300	11,644	8,261	19,905	27	6,436	11,471	17,907
British East Indies.....	1,539,364	399,979	248,825	683,804	689,777	237,576	140,130	377,712
Australia.....	28,093	52,051		52,051	44,910	57,805	11,232	69,037
Cape of Good Hope.....	23,815				31,192	30,055		30,055
British West Indies.....	830,481	3,204,346	23,367	3,227,713	837,836	2,332,309	25,671	2,357,986
" Guiana.....	15,064	115,991	2,492	118,485	43,042	116,145	6,695	116,840
Honduras.....	292,868	127,339	36,648	165,987	136,688	92,878	16,304	108,582
British American Colonies.....	1,762,001	5,950,144	240,166	6,190,309	857,696	2,617,005	107,417	2,724,422
France on the Atlantic.....	10,015,380	15,440,728	1,076,084	16,417,412	7,050,837	10,384,578	441,578	10,826,156
" Mediterranean.....	958,678	1,674,370	73,868	1,748,438	609,149	1,186,204	83,701	1,269,905
French African ports.....		3,899	80	3,979		1,532		1,532
Bourbon.....						29,245		29,245
French West Indies.....	199,160	495,397	23,609	510,000	136,921	281,828	13,108	294,936
" Guiana.....	50,172	44,063	1,030	45,093	40,411	45,374		45,374
Miquelon and French fisheries.....		4,936		4,932	119	5,215		5,215
Hayti.....	1,206,997	844,452	55,514	899,966	898,447	610,796	42,574	653,370
Spain on the Atlantic.....	79,735	333,222	1,200	334,122	49,029			
" Mediterranean.....	1,065,640	221,808	16,578	238,476	415,000	50,100	240	50,340
Teneriffe and the other Canaries.....	91,411	72,723	518	13,241	15,058	7,009	3,925	11,024
Manilla and Philippine islands.....	772,372	236,732	100,444	336,176	400,250	57,743	54,435	112,178
Cuba.....	7,650,420	4,197,408	572,981	4,770,419	5,015,033	2,928,922	399,875	3,326,797
Other Spanish West Indies.....	2,517,001	610,813	19,718	630,531	1,016,125	442,034	11,321	453,355
Portugal.....	142,587	72,723	1,348	74,111	46,713	59,096	1,638	60,634
Madeira.....	146,182	43,654	1,930	44,984	7,160	37,649	3,856	41,505
Fayal and the other Azores.....	41,049	49,183	10,600	68,783	12,783	8,566	621	9,190
Cape de Verd Islands.....	17,866	103,557	11,529	115,086	4,713	52,227	1,978	57,205
Italy.....	987,528	515,777	304,940	820,517	304,564	541,500	180,721	728,221
Sicily.....	539,419	237,861	195,797	433,658	109,061	32,538	51,871	84,429
Mediterranean islands.....	14,204	40,208		40,208		108,091		108,091
Trieste.....	413,210	748,179	136,526	884,705	72,937	460,240	118,939	579,178
Turkey.....	370,248	125,521	76,515	202,036	182,854	18,105	68,014	176,079
Texas.....	480,892	278,978	127,051	406,029	445,309	1,400,240	37,713	1,437,953
Mexico.....	1,095,496	969,371	664,862	1,534,233	2,792,100	607,745	564,192	1,171,937
Venezuela.....	1,544,342	499,380	160,832	660,212	1,101,280	4,407	100,425	583,502
New Granada.....	176,216	57,363	46,361	103,724	115,733	78,089	89,944	161,933
Central America.....	124,904	46,649	22,817	69,166	132,167	34,489	18,497	52,966
Brazil.....	5,948,814	2,225,571	375,031	2,601,502	3,047,658	1,568,584	223,704	1,792,288
Argentine republic.....	1,835,623	265,350	145,905	411,261	793,488	108,083	94,026	262,109
Chilipine	581,918	201,999	67,968	269,967	121,753	215,757	75,549	295,125
Chili.....	831,039	1,270,941	368,735	1,639,676	857,556	869,883	179,580	1,049,463
Peru.....	201,768				135,563			
South America generally.....		147,222	1,200	148,422		98,713		98,713
China.....	4,934,645	737,589	700,889	1,444,397	4,385,566	1,755,303	663,565	2,418,868
Asia generally.....	979,089	283,307	224,914	578,281		253,861	207,246	461,107
Africa.....	539,458	472,841	51,183	523,976		281,060	22,189	303,249
West Indies generally.....		205,913	1,790	207,703	45,845	95,412	125	95,537
South Seas.....	41,747	128,856	17,324	146,380	36,206	58,981	18,805	77,760
Northwest coast of America.....			2,870	2,870		86,006	140	86,146
Other parts.....	14,928	10,290		19,200	623			
Total.....	160,162,861	92,960,996	11,711,538	104,801,534	64,753,799	77,793,783	6,552,607	84,346,440

* Nine Months ending June 30, 1843.

STATISTICAL View of the Commerce of the United States, exhibiting the Value of Imports from, and Exports to, each Foreign Country, from the 1st of July, 1843, to the 30th of June, 1844.

COUNTRIES.	Value of Exports.		TOTAL.	Value of Imports.	COUNTRIES.	Value of Exports.		TOTAL.	Value of Imports.
	Domestic Produce.	Foreign Produce.				Domestic Produce.	Foreign Produce.		
	dollars.	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.	dollars.
Russia	414,882	140,532	555,414	1,059,419	Brought forward ..	82,835,940	6,728,879	88,574,219	71,607,783
Prussia	194,606	23,068	218,574	12,009	Teneriffe, and other				
Sweden and Norway	217,870	12,231	230,101	421,834	Canaries	14,498	1,042	15,540	61,653
Swedish West In-					Manilla, and Philip-				
dies	63,884	1,360	65,244	23,719	pine islands	91,759	131,228	222,987	724,811
Denmark	100,850	11,075	112,925	6,003	Cuba	4,304,062	934,533	5,238,595	9,930,421
Danish West Indies	783,192	87,130	870,322	624,447	Other Spanish West				
Holland	2,617,921	181,023	2,898,944	1,310,081	Indies	636,902	5,177	642,139	2,425,202
Dutch East Indies ..	98,313	201,070	359,383	935,984	Portugal	99,553	3,565	103,118	190,705
Dutch West Indies ..	363,438	19,448	323,286	386,283	Madeira	44,768	7,523	52,290	22,904
Dutch Guiana	66,980	4,702	71,772	49,274	Fayal, and the other				
Belgium	1,852,571	151,230	2,003,801	634,777	Azores	19,246	6,983	26,229	29,370
Hanse Towns	3,174,483	392,204	3,566,687	2,136,386	Cape de Verde islands	45,238	5,299	70,537	4,835
England	43,814,642	1,125,215	46,939,156	41,476,981	Italy	318,506	238,257	576,823	1,696,026
Scotland	1,936,591	16,882	1,953,473	527,230	Sicily	76,624	276,692	354,316	462,773
Ireland	42,591	..	42,591	68,084	Sardinia	92,522	..	92,522	..
Gibraltar	502,462	77,421	579,883	44,274	Trieste	1,257,285	168,745	1,426,020	232,089
Malta	9,752	7,246	16,998	15	Turkey	186,139	97,245	283,384	385,866
British East Indies ..	338,413	337,553	675,966	882,792	Texas	196,447	81,101	277,548	678,751
British African ports					Mexico	1,292,752	502,081	1,794,833	2,387,002
Australia	29,667	..	29,667	122	Central America ..	103,377	46,899	150,276	223,408
Mauritius					Venezuela	442,491	88,741	531,232	1,435,479
Cape of Good Hope ..	82,938	..	82,938	29,160	New Granada	75,621	49,225	124,846	189,616
British West Indies ..	4,114,218	21,828	4,136,046	687,890	Brazil	2,409,418	409,874	2,819,292	6,683,806
British Guiana	307,052	2,181	309,236	9,385	Argentine Republic.	245,339	258,950	504,289	1,421,192
Honduras	197,495	41,524	239,019	249,343	Cisplatine Republic.	394,266	67,910	462,176	144,753
British American co-					Chili	856,645	248,676	1,105,221	750,370
lonies	5,361,180	1,354,717	6,715,903	1,465,715	Peru	14,953	2,754	16,807	184,424
Other British colo-					South America, ge-				
nies					nerally	125,938	..	125,938	..
France on the Atlan-					Hayti	1,062,807	46,540	1,128,356	1,441,214
tantic	11,861,410	2,287,084	14,148,503	15,946,166	China	1,110,023	946,918	1,756,941	4,031,255
France on the Medi-					Europe, generally ..	28,700	..	28,700	..
terranean	1,204,793	85,104	1,289,897	1,603,318	Asia, generally	173,021	280,641	402,662	34,908
French West Indies ..	581,568	35,978	617,546	370,695	Africa, generally ..	611,306	68,938	710,244	459,237
French Guiana	86,000	1,033	87,033	28,233	Morocco .....	..	..	..	5,876
Miquelon, & French					West Indies, gene-				
fisheries	3,484	..	3,484		rally	173,460	7,088	181,448	..
Bourbon	16,967	..	16,967		Sandwich Islands ..				
French African ports					Atlantic Ocean				
Spain on the Atlan-					South Seas	307,353	42,026	349,379	41,504
tantic	509,631	23,808	593,439	252,127	North-west coast of				
Spain on the Medi-					America .....	..	2,178	2,178	..
terranean	15,766	23,340	39,106	381,237					
Carried forward ..	82,835,940	6,728,879	88,574,219	71,607,783	Total	99,715,179	11,484,867	111,200,046	108,435,035

IMPORTS of the United States from each Foreign Country, for the Year ending 30th of June, 1844.

IMPORTED FROM	Free of Duty.	Paying Duty and Valorem.	Paying Specific Duty.	TOTAL.	In American Vessels.	In Foreign Vessels.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Russia.....	109,390	293,584	686,445	1,089,419	1,036,396	22,823
Prussia.....	123	7,657	4,552	12,669	12,417	192
Sweden and Norway.....	22,559	16,705	405,006	421,854	39,382	382,452
Swedish West Indies.....	173,020	212	948	23,719	23,719	
Danish West Indies.....		116,054	335,373	624,447	622,045	1,502
Denmark.....		273	5,790	6,063	5,790	273
Hanse Towns.....	91,074	1,805,291	120,021	2,136,386	68,310	2,048,076
Holland.....	594,429	313,670	381,982	1,310,081	860,001	450,080
Dutch East Indies.....	663,041	138,076	134,864	935,984	935,984	
Dutch West Indies.....	101,909	158,740	125,634	386,283	386,283	
Dutch Guiana.....	59	19	49,066	49,144	49,144	
Belgium.....	37,283	554,460	43,034	634,777	430,574	204,203
England.....	2,267,482	33,212,979	5,995,020	41,470,081	35,173,564	6,302,517
Scotland.....	10,300	333,560	181,270	527,239	245,731	281,408
Ireland.....	258	42,847	44,070	88,084	4,236	83,848
Gibraltar.....	14,275	10,414	19,585	44,274	44,274	
Malta.....		15		15		15
British East Indies.....	181,106	482,410	239,186	882,792	882,792	
British West Indies.....	438,222	70,719	178,065	687,000	463,304	224,692
British American Colonies.....	710,924	309,613	445,178	1,465,715	938,174	527,541
British Honduras.....	150,546	30,366	67,431	248,343	245,153	3,190
British Guiana.....	8,081	61	640	5,385	9,001	384
Cape of Good Hope.....	4,060	20,675	431	29,166	11,790	17,376
Australia.....		122		122		
France on Atlantic.....	766,408	7,621,803	7,557,491	15,946,166	15,507,935	438,937
France on Mediterranean.....	795,400	642,317	205,541	1,603,218	1,155,661	447,037
French Guiana.....	4,167	27,01	23,365	24,233	24,233	
French West Indies.....	257,012	5,207	112,476	374,695	343,248	31,447
Spain on Atlantic.....	6,805	55,439	169,063	232,127	214,294	37,833
Spain on Mediterranean.....	32,051	40,092	308,189	381,237	322,491	58,746
Teneriffe.....	51,895		9,758	61,653	54,050	9,603
Manilla.....	69,488	79,064	576,259	724,811	724,811	
Cuba.....	1,661,201	652,498	7,616,632	9,930,421	9,823,521	106,900
Other Spanish West Indies.....	72,074	45,654	2,306,574	2,423,292	2,395,185	30,017
Portugal.....	16,082	4,428	179,195	199,705	187,805	11,900
Madeira.....	1,645	2,532	18,727	22,904	22,904	
Fayal.....	2,608	8,074	18,829	29,570	26,342	3,228
Cape de Verdes.....	3,200	600	1,036	4,836	4,836	
Italy.....	97,085	707,248	292,503	1,006,926	793,993	302,933
Sicily.....	72,122	286,871	103,780	462,773	322,661	140,112
Tricaste.....	40,772	43,325	147,987	239,089	150,711	81,378
Turkey.....	52,955	196,587	136,324	385,866	272,006	113,858
Morocco.....		1,176	4,700	5,876		
Hayti.....	1,242,976	170,723	18,545	1,441,244	1,425,260	15,984
Texas.....	11,066	20,406	647,079	678,551	642,633	35,918
Mexico.....	2,000,096	345,942	40,064	2,387,002	2,318,476	68,526
Central Republic of America.....	56,418	52,407	114,583	225,408	212,780	10,628
New Grenada.....	89,146	84,803	15,667	189,616	189,616	
Venezuela.....	835,461	209,429	302,589	1,355,479	1,322,716	112,763
Brazil.....	5,856,558	839,879	187,309	6,883,746	5,523,732	1,360,068
Cape Verde Republic.....	22,088	122,630	45	144,763	122,703	22,060
Argentine Republic.....	1,032	1,350,474	63,666	1,421,192	1,241,696	179,496
Chili.....	582,515	137,733	29,772	750,370	750,370	
Peru.....	47,810	68,064	68,550	184,424	184,424	
China.....	4,124,086	325,201	481,878	4,931,255	4,876,144	55,111
Asia, generally.....	16,051	18,484	373	34,908	34,908	
Africa, generally.....	295,863	148,990	14,378	459,237	423,834	35,383
South Seas.....	1,010	37,969	1,625	41,504	41,504	
Total.....	24,766,881	52,315,291	31,352,863	108,435,035	94,174,673	14,260,362

VALUE of Leading Articles of Domestic Produce Exported from the United States during the Year ending the 30th of June, 1844.

C O U N T R I E S.	Cotton.	Tobacco.	Rice.	Vegetable Food and Bread Stuff.	Animal Food and Live Animals.	Derived from the Sea.	Derived from the Forest.	Manufac- tures of Cotton.	Other Manufac- tures.	All other Articles & non-enu- merated.	TOTAL.		L A R D.		C H E S E.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	lbs.	lbs.	lbs.	lbs.	lbs.
Russia.....	241,454	3,793	53,475	53,475	380	2,340	15,696	1,700	93,413	753	414,382	421	..	..	..	5,804
Prussia.....	..	..	31,567	..	263	131,683	25,901	..	1,282	1,510	194,606	..	..	..	..	..
Sweden, Norway, Denmark, and dependencies.....	101,946	117,574	90,771	414,820	130,933	89,155	53,681	42,405	114,213	11,147	1,105,805	413,028	375,389	61,092	..	62,692
Hanse Towns.....	432,687	1,631,337	250,540	8,036	23,738	552,793	175,372	284	70,172	37,504	3,174,483	..	..	..	..	11,930
Holland and dependencies.....	288,520	1,275,691	165,002	127,771	86,553	642,447	365,792	66,219	72,882	15,775	2,956,092	101,346	170,203	3,093	..	20,170
Belgium.....	760,391	1,433,347	248,074	15	51,814	180,927	351,147	3,921	103,175	4,460	1,832,571	24,856	765,719	..	..	2,472
England and dependencies.....	33,695,749	3,347,072	462,004	5,314,528	3,630,589	509,760	1,084,618	232,507	1,433,167	2,118,469	89,737,307	4,174,026	9,765,693	1,916,853	6,206,925	..
France and ditto.....	9,900,039	1,219,044	325,670	248,969	767,597	218,188	810,403	6,335	108,403	28,189	13,724,237	8,498,190	5,944,833	2,677	48,202	..
Spain and ditto.....	895,161	158,462	337,122	402,722	793,093	637,410	1,372,368	78,210	814,334	146,796	5,632,643	3,691,950	6,823,273	27,313	7,405,347	..
Portugal and ditto.....	..	4,725	29,721	23,985	19,775	6,026	95,531	11,234	30,320	5,482	228,800	18,528	12,430	9,071	14,611	..
Italy, Sardinia, and Sicily.....	228,737	83,720	2,945	1,904	2,590	8,474	23,099	432	119,491	11,020	456,712	2,557	..	..	..	3,560
Trieste, &c.....	1,005,088	192,583	3,594	600	2,544	3,324	7,310	30	23,583	6,427	1,237,285	..	..	..	..	10,013
Turkey, Levant, &c.....	1,337	1,219	725	725	1,001	3,324	7,310	104,614	67,822	4,423	186,139	1,095	..	..	2,157	736
Haid.....	11,200	10,385	20,540	212,015	227,503	241,803	45,567	124,783	114,945	79,566	1,082,807	343,045	436,453	76,232	129,310	..
Texas.....	3,296	292	292	12,037	2,038	2,834	4,387	69,307	77,639	13,397	196,447	22,969	6,711	5,045	..	356
Mexico.....	532,750	424	6,701	154,978	75,516	23,911	36,990	115,494	302,504	21,384	1,292,732	137,440	603,518	10,121	28,465	..
Central Republic of America.....	..	948	..	6,900	1,364	132	4,941	49,166	32,185	11,843	103,377	1,274	259	567	2,103	..
New Granada.....	..	..	650	15,983	703	6,332	4,911	6,653	34,427	4,632	75,621	1,927	2,816	4,275	4,049	..
Venezuela.....	..	..	5,240	144,698	37,710	8,164	18,468	36,339	171,100	15,856	432,491	277,639	370,172	370,172	6,835	25,452
Brazil.....	..	10,540	8,253	1,314,649	84,909	48,120	54,106	484,068	191,324	35,449	2,492,418	313,177	334,978	18,178	90,368	..
Cisplatine Republic.....	1,412	10,260	31,193	215,109	31,270	2,579	26,877	9,943	53,279	12,284	384,260	500	36,912	..	26,114	..
Argentine Republic.....	..	1,088	39,734	1,088	4,773	3,331	19,395	37,373	75,000	18,962	245,339	954	6,632	..	11,196	..
Chili.....	..	6,411	12,018	28,162	10,571	6,553	15,009	436,177	233,093	17,951	850,645	28,975	75,325	32,480	21,040	..
Peru.....	..	..	..	2,570	4,917	..	489	2,935	6,002	200	14,053	..	..	..	..	..
China.....	..	..	305	34,202	41,165	7,491	169,301	650,931	177,031	26,597	1,110,078	..	..	..	1,171	40,586
All other places.....	..	180,033	104,778	122,097	74,630	43,767	127,017	327,655	320,021	65,792	1,440,778	..	49,201	50,417	31,303	72,364
Total.....	54,068,591	63,397,282	2,182,408	9,046,969	6,140,379	3,350,301	5,806,712	2,899,780	15,950,854	2,726,700	59,715,170	20,102,297	25,746,355	2,456,007	7,343,145	..

* This column is erroneously footed 8,397,255 dollars in the printed document, being 27 dollars too little.

† This column correctly foots 5,090,827 dollars—the difference of 27 dollars arises from the discrepancy in the tobacco column.

IMPORTS INTO THE UNITED STATES UNDER THE VARIOUS TARIFFS.

AMOUNT of Goods Imported into the United States, for the Year ending the 30th of September, 1807.

DESCRIPTION.	Quantity.	Value.	DESCRIPTION.	Quantity.	Value.
	number.	dollars. cts.		number.	dollars. cts.
Value of goods paying an ad valorem duty of 15 per cent .....	.....	46,861,538	Sugars, candy and re- fined.....lbs.	150,986 at 0.18	28,797 48
Ditto, 17½ ditto .....	.....	11,097,670	Almonds.....do.	685,400 0.21	143,934 0
Ditto, 22½ ditto .....	.....	686,703	Currants.....do.	436,049 0.13	56,680 37
Malmsey and Madeira wines.....gallons	395,103 at 2.50	1,023,321	Prunes and plums.....do.	103,796 0.14	14,527 24
Burgundy.....do.	13,948 4.25	59,279 0	Figs.....do.	283,353 0.15	42,502 96
Sherry.....do.	215,779 1.12	353,672 48	Raisins, in jars and boxes.....do.	864,419 0.16	138,307 04
All other wines.....do.	4,843,480 0.03	3,051,397 7	All others.....do.	2,918,073 0.10	291,807 30
Foreign spirits from grain.....do.	1,477,679 1.0	1,477,679 0	Candles, tallow.....do.	547,546 0.18	98,556 28
From other mate- rials.....do.	9,915,243 0.93	9,321,175 99	Wax & spermaceti.....do.	4,412 0.80	2,547 20
Molasses.....do.	8,511,234 0.36	3,064,044 24	Cheese.....do.	1,029,612 0.28	288,299 76
Beer, ale, and porter, do.	226,550 0.55	124,007 45	Soap.....do.	2,000,125 0.18	376,222 60
Teas, Bohea.....lbs.	1,511,051 0.33	498,946 83	Tallow.....do.	1,750,279 0.15	262,541 85
— Souchong.....do.	2,016,177 0.62	1,250,029 74	Spices, mace.....do.	2,195 7.50	10,462 50
— Hyson.....do.	1,251,367 1.0	1,251,367 0	— nutmegs.....do.	3,182 3.25	10,341 50
— other green.....do.	2,823,017 0.75	2,217,362 75	— cinnamon.....do.	9,070 1.02	17,425 92
Coffee.....do.	58,824,411 0.28	16,470,947 8	— cloves.....do.	48,526 0.84	40,761 84
Cocoa.....do.	9,101,344 0.25	2,297,961 0	— pepper.....do.	3,499,433 0.23	804,869 69
Chocolate.....do.	3,640 0.40	1,456 0	— pimento.....do.	1,196,239 0.22	263,172 58
Sugars, brown, &c. do.	175,110,619 0.10	17,511,001 90	— cassia.....do.	141,348 0.34	48,058 32
— clayed, &c.....do.	43,398,494 0.13	5,901,804 22	Tobacco, manufac- tured, other than snuff and cigars.....do.	10,261 0.20	2,052 20
			Snuff.....do.	57,002 0.25	14,250 50
			Indigo.....do.	1,010,672 1.83	1,849,529 76
			Cotton.....do.	3,377,870 0.31	1,047,130 70

STATEMENT of the Quantity and Value of Goods, Wares, &c. Imported into the United States, commencing 1st of October, 1814, and ending 30th of September, 1817.

SPECIES OF MERCHANDISE.	QUANTITY.			VALUE.		
	1816	1816	1817	1815	1816	1817
				dollars.	dollars.	dollars.
Goods paying duty ad val., at 7½ per ct.	.....	.....	.....	.....	540,901	1,475,013
" " 15 "	.....	.....	.....	.....	5,436,153	14,082,903
" " 20 "	.....	.....	.....	.....	4,932,730	7,827,009
" " 25 "	.....	.....	.....	41,703,861	69,806,243	17,683,366
" " 30 "	.....	.....	.....	9,764,003	18,172,418	1,596,235
" " 33½ "	.....	.....	.....	.....	394,946	2,587,571
" " 40 "	.....	.....	.....	605,522	1,019,206	1,388
Wines, Madeira.....gallons	164,510	314,801	186,108	493,557	944,073	558,324
— Burgundy, &c.....do.	3,519	13,926	8,528	21,114	69,630	42,640
— Sherry and St. Lucar.....do.	29,503	283,951	89,334	41,304	307,536	125,068
— all other.....do.	1,083,319	3,020,077	1,401,408	1,083,319	3,620,077	1,401,408
Spirits from grain.....do.	517,199	607,712	274,325	575,799	750,040	342,906
— other materials.....do.	3,512,718	6,303,155	4,418,129	5,020,349	8,824,417	6,627,194
Teas, Bohea.....lbs.	115,155	410,155	446,456	57,577	209,578	133,937
— Souchong, &c.....do.	1,103,892	714,581	2,143,667	1,103,892	714,581	1,607,730
— Imperial, &c.....do.	.....	26,279	399,277	.....	82,588	798,564
— Hyson and young Hyson.....do.	181,040	500,176	2,100,511	325,877	885,804	2,625,039
Hyson skin, &c.....do.	997,804	1,434,518	1,980,435	1,596,486	2,161,777	1,986,435
Sugar, brown.....do.	41,831,226	48,566,635	84,028,188	6,199,684	7,284,994	11,001,064
— white.....do.	3,606,260	6,275,600	8,378,791	899,440	1,443,866	1,675,768
Coffee.....do.	19,696,677	25,976,118	31,318,054	4,115,281	5,434,985	6,209,611
Molasses.....gallons	4,752,642	8,494,248	11,480,848	3,564,482	4,247,124	5,740,474
Salt.....bushels	2,020,131	2,859,841	2,879,538	1,616,105	5,083,857	1,431,856
All other articles.....do.	.....	.....	.....	3,762,335	12,856,682	11,181,769
Total dollars.....	.....	.....	.....	83,080,073	155,392,700	98,750,378

STATEMENT exhibiting the Value of Merchandise Imported from 1821 to 1842, and also the Amount of Duties which accrued annually upon such Merchandise, during the said Period. Year ending September 30th.

Y E A R S.	Free of Duty.	Paying Duty.	TOTAL.	Gross Duties on Merchandise.	
	dollars.	dollars.	dollars.	dls.	cts.
1821.....	10,082,313	32,503,411	62,585,724	18,475,708	87
1822.....	7,298,708	75,942,833	83,241,451	24,060,090	43
1825.....	9,648,298	68,530,079	77,579,207	22,402,024	29
1824.....	12,563,733	67,985,234	80,549,007	25,486,817	86
NEW TARIFF.					
1825.....	10,947,510	85,392,565	96,340,075	31,658,871	50
1826.....	12,567,769	72,406,708	84,974,477	26,083,861	97
1827.....	11,855,104	67,628,904	79,484,008	27,948,956	57
1828.....	12,379,176	76,130,648	88,509,824	29,931,251	90
NEW TARIFF.					
1829.....	11,805,501	62,687,026	74,492,527	27,698,701	11
1830.....	12,746,245	58,130,675	70,876,920	28,389,505	05
1831.....	13,456,025	89,734,490	103,191,124	36,590,118	19
1832.....	14,249,453	86,776,813	101,025,266	29,341,175	65
NEW TARIFF.					
1833.....	32,447,050	75,670,361	108,118,311	24,177,578	52
1834.....	68,393,180	58,128,152	126,521,332	18,060,705	96
1835.....	77,940,493	71,955,249	149,895,742	25,890,726	06
1836.....	92,056,481	97,923,554	189,980,035	30,818,327	07
1837.....	69,260,031	71,730,186	140,990,217	18,134,131	01
1838.....	60,800,005	52,857,399	113,717,404	19,702,825	45
1839.....	76,401,792	85,690,340	162,092,132	28,554,533	96
1840.....	57,196,204	49,945,315	107,141,519	15,104,790	62
1841.....	66,019,731	61,926,440	127,946,177	19,919,492	17
1842.....	30,627,486	69,534,001	100,162,087	10,622,746	84

"The above table embraces a period of the complete operation of four general tariffs, viz.: the tariff of 1824, the high protective tariff of 1828, that of 1832, and the compromise act of 1833. From 1821 to 1830 the banking movement in the United States was remarkably steady. The loans of the United States Bank, which was the governing power, varied in all that time scarcely 3,000,000 dollars. The consequence was that every increase of the duties checked imports in a marked degree. In 1828 the imports were large previous to the operation of the tariff. In the two succeeding years they fell off immensely. In 1831, they began to feel the impulse of the bank movement. From 1830 to 1833, the national bank extended its loans from 40,000,000 dollars to 66,000,000 dollars, or sixty-five per cent in two years. This movement of the 'regulator' was followed by that of all the banks in the union, and by a combination of circumstances the inflation, with some drawbacks, continued to the great explosion of 1836-7; from which time the general movement of banks has been that of curtailment. From 1821 to 1825, the whole imports into New York rose 34,000,000 dollars, of which 26,000,000 dollars was in the port of New York. Under the tariff which came into operation in that year, the imports fell off 17,000,000 dollars in 1827; of which 9,000,000 dollars was in the port of New York. Under the tariff of 1828, a further fall of 9,000,000 dollars in 1830 took place; of which 6,000,000 dollars was in the port of New York. From that year up to 1836, under the bank expansion, a total increase in imports of 119,000,000 dollars took place; 83,000,000 dollars, or nearly eighty per cent of the amount, was in New York. Down to 1841, under decreasing duties, but a contracting currency, a decrease of 82,000,000 dollars took place; 68,000,000 dollars, or eighty-three per cent of this was in New York—an immense falling off in business. These facts show, concisely, that the two causes operate powerfully upon the welfare of New York, more than upon the rest of the union, viz.: a high tariff and a dear currency. Under the contracting currency with decreasing duties, the trade of New York fell off from 1839 to 1840, seventy-seven per cent. She has now to encounter a still further reduction of the currency, added to duties meant to be protective. Under such circumstances it is fair to conclude that the imports will be carried back to the grade, at least, of 1830, viz.: 70,000,000 dollars, or about 36,000,000 dollars in New York; and this at a time when the connexion of Boston with the western country, by railroad, has revolutionised the trade in domestic goods, and has withdrawn from New York a large commission business."—*Hunt's Magazine*.

SUMMARY Statement of Imports in 1841.

DESCRIPTION.	In American Vessels.	In Foreign Vessels.	TOTAL.
	Value.	Value.	Value.
	dollars.	dollars.	dollars.
Value of merchandise paying specific duties.....	23,700,022	3,015,782	27,315,804
Value of merchandise paying <i>ad valorem</i> duties.....	30,525,629	4,085,013	34,610,642
Value of merchandise free of duty.....	58,996,226	7,023,505	66,019,731
Total.....	113,221,877	14,724,300	127,946,177

STATEMENT of the Quantity and Value of Goods, Wares, and Merchandise, Imported into the United States, during the Year 1842.

SPECIES OF MERCHANDISE.	TOTAL.		SPECIES OF MERCHANDISE.	TOTAL.	
	Quantity.	Value.		Quantity.	Value.
	number.	dollars.		number.	dollars.
DUTY FREE.			DUTY FREE (continued).		
Articles imported for the use of the United States.....	....	17,118	Brought forward.....	....	27,285,438
Articles specially imported for philosophical societies, &c., viz:—			Soda ash.....	....	62,210
Philosophical apparatus, &c.	....	7,755	Bristles.....	....	74,895
Books, maps, and charts.....	....	21,153	Lastings and prunellas, for shoes or buttons.....	....	71,763
Statuary, busts, cast, &c.....	....	666	Epaulets and wings, of gold or silver.....	....	278
Paintings, drawings, etchings, and engravings.....	....	6,854	Linens, bleached and unbleached.....	....	10,047
Specimens of botany.....	....	4,948	Articles not enumerated.....	....	3,123,358
Models and inventions of machinery.....	....	643	Total.....	....	30,027,495
Anatomical preparations.....	....	1,775	PAYING DUTIES AD VALOREM.		
Antimony, regulus of.....	....	5,995	Manufactures of wool:—		
Spelter or zinc.....	....	105,984	Cloths and casimires.....	....	3,995,577
Burr stones, unwrought.....	....	10,634	Merino shawls.....	....	185,206
Brimstone and sulphur.....	....	84,422	Blankets not above seventy-five cents each.....	....	286,032
Bark of the cork tree.....	....	3,868	— above seventy-five cents each.....	....	285,261
Clay, unwrought.....	....	13,857	Hosiery, gloves, mitts, and bindings.....	....	375,297
Rags of all kinds.....	....	468,220	Worsted stuff goods.....	....	2,366,132
Furs, undressed.....	....	503,030	Other manufactures of wool.....	....	336,989
Raw hides and skins.....	....	4,067,810	Woollen yarn.....lbs.	2,670	1,053
Gypsum or plaster of Paris.....	....	78,513	Worsted yarn.....	....	216,558
Barilla.....	....	75,418	Manufactures of cotton:—		
Wood, dye.....	....	305,404	Dyed, printed, or coloured..	....	6,168,544
— unmanufactured, (except mahogany, satin, rosewood, and cedar).....	....	148,112	White.....	....	1,285,894
Animals for breed.....	....	28,289	Twist, yarn, and thread.....	....	457,917
Pewter, old, fit only for remanufacture.....	....	1,145	Hosiery, gloves, mitts, and bindings.....	....	1,027,621
Tin, in pigs, bars, and blocks.....	....	262,155	Nankens, direct from China.....	....	53
— in plates and sheets.....	....	922,300	Other manufactures of cotton.....	....	638,486
Brass, in pigs and bars.....	....	3,481	Manufactures of silk, from India, China, &c.:—		
— old, fit only for remanufacture.....	....	1,202	Piece goods.....	....	541,506
Copper, in pigs and bars.....	....	821,109	Other articles.....	....	23,413
— in plates, suited to the sheathing of ships.....	....	383,197	Manufactures of silk, from other places:—		
— old, fit only for remanufacture.....	....	82,195	Piece goods.....	....	8,060,409
Bullion, gold.....	....	56,365	Hosiery, gloves, mitts, and bindings.....	....	70,754
— silver.....	....	39,458	Sewing silk.....	....	385,743
Specie, gold.....	....	700,020	Other manufactures of silk.....	....	333,545
— silver.....	....	3,290,264	Silk and worsted goods.....	....	1,311,770
Teas.....lbs.	15,092,094	4,527,108	Camlets of goats' hair or camels' hair.....	....	2,122
Coffee.....do.	112,764,635	8,931,177	Lace, silk, silk veils, shawls, shades, &c.....	....	19,926
Wool, not exceeding eight cents per lb.....do.	10,838,251	685,649	Thread and cotton.....	....	637,923
Cocoa.....do.	499,135	28,376	Manufactures of flax, viz:—		
Pepper.....do.	2,576,159	92,377	Linens, bleached and uncoloured.....	....	2,958,618
Flint.....do.	8,059	416	— dyed or coloured.....	....	200,187
Chassis.....do.	197,865	16,748	Hosiery, gloves, mitts, and bindings.....	....	3,768
Ginger.....do.	40,000	1,220	Other manufactures of flax.....	....	501,621
Gasphor.....do.	22,745	7,589	Manufactures of hemp, viz:—		
Indigo.....do.	23,213	18,155	Sail duck.....	....	516,880
Quicksilver.....do.	30,391	334,625	Sheeting, brown and white.....	....	110,783
Opium.....do.	....	38,478			
Crude saltpetre.....do.	....	29,776			
Boracic acid.....do.	....	....	
Carried forward.....	....	27,285,438	Carried forward.....	....	38,320,758

SPECIES OF MERCHANDISE.	TOTAL.		SPECIES OF MERCHANDISE.	TOTAL.	
	Quantity.	Value.		Quantity.	Value.
PAYING DUT. AD VAL. (continued).	number.	dollars.	PAYING DUT. AD VAL. (continued).	number.	dollars.
Brought forward.....	....	33,320,758	Brought forward.....	....	48,714,927
Manufactures of hemp, viz.:—			Spices:—		
Ticklenburgs, Osnaburgs, and			Pepper.....lbs.	5,709,846	210,908
burlaps.....	....	187,006	Pimento.....do.	1,093,499	89,926
Other manufactures of hemp	....	37,042	Cassia.....do.	334,407	30,761
Hats, caps, and bonnets:—			Ginger.....do.	111,193	8,408
Leghorn, straw, chip, grass,			Camphor.....do.	30,819	15,320
&c.....	....	574,870	Clothing, ready-made.....	....	28,312
Fur, wool, leather, and silk..	....	20,803	Articles not enumerated, at 5 per		
Manufactures of iron and steel:—			cent ad valorem.....	....	37,513
Side-arms.....	....	6,510	Do. do. 10 do. ....	....	7,913
Fire-arms.....	....	95,137	Do. do. 12½ do. ....	....	13,625
Drawing knives.....	....	4,247	Do. do. 15 do. ....	....	91,104
Cutting knives.....	....	1,100	Do. do. 20 do. ....	....	4,082,813
Hatchets, axes, and adzes...	....	2,310	Do. do. 25 do. ....	....	672,233
Socket chisels.....	....	7,995	Do. do. 30 do. ....	....	70,957
Steelyards and scalebeams...	....	5,242	Do. do. 35 do. ....	....	772
Vices.....	....	12,267	Do. do. 40 do. ....	....	3,772
Sickles or reaping hooks.....	....	4,388	Do. do. 50 do. ....	....	134,621
Scythes.....	....	35,520	Total.....	....	49,209,085
Spades and shovels.....	....	11,015			
Squares.....	....	1,767			
Wood screws.....	....	113,469	PAYING SPECIFIC DUTIES.		
Other manufactures of iron,			Flannels.....square yards	75,805	30,380
&c.....	....	2,017,601	Rockings and baizes.....do.	157,769	50,909
Manufactures of—			Carpetings—Brussels, Wilton, &		
Copper.....	....	78,545	treble ingrained .. do.	161,425	208,805
Brass.....	....	162,302	— other ingrained and Venetian		
Tin.....	....	25,255	do.	50,772	33,414
Pewter.....	....	13,120	Floor cloth, patent, printed, or		
Lead.....	....	236	painted.....do.	15,800	13,000
Leather.....	....	865,140	Furniture oil cloth.....do.	33,955	7,341
Marble.....	....	16,845	Cotton bagging.....do.	4,855,255	421,824
Wood, cabinet wares.....	....	77,666	Wines—Madeira.....gallons	147,025	165,132
— other manufactures of.....	....	176,800	— Sherry.....do.	50,983	46,002
Gold and silver, pearls, pre-			— Sicily.....do.	301,506	93,004
cious stones, &c.....	....	110,474	— Red, of France.....do.	149,164	206,808
Watches and parts of watches..	....	399,424	— other, of France.....do.	637,729	118,798
Glassware, cut, and not speci-			— French, in bottles.....do.	236,724	339,575
fied.....	....	24,300	— red, of Spain & Austria, do.	189,572	37,256
— plain.....do.	103,444	819,210	— other, of Spain, Austria, Ger-		
— paying a duty of twenty			many, & the Mediterranean do.	528,778	129,619
per cent.....do.	....	284,274	— of other countries, in casks		
Wares, China and porcelain....	....	148,255	do.	250,952	113,370
— earthen and stone.....	....	1,409,700	— of other countries, in bottles		
— plated, not specified.....	....	84,668	do.	13,500	21,205
— gilt.....	....	25,566	Spirits from grain.....do.	521,468	226,583
— japanned.....	....	34,781	— other materials.....do.	1,185,531	660,283
Saddlery, common, tinned, and			Molasses.....do.	17,834,927	1,942,575
japanned.....	....	62,356	Vinegar.....do.	45,315	7,303
— plated, brass, and polished			Beer, ale, and porter, in casks do.	6,409	2,860
steel.....	....	96,289	— in bottles.....do.	111,470	103,619
Square wire for umbrella stretch			Oil—spermaceti.....do.	2,408	1,785
ers.....	....	376	— whale and other fish.....do.	3,573	1,102
Coach and harness furniture....	....	4,379	— olive.....do.	197,747	138,247
Carriages and parts of carriages	....	8,956	— castor.....do.	9,819	8,755
Slates of all kinds ..	....	118,853	— linseed.....do.	461,925	269,949
Quills, prepared.....	....	11,242	— rapeseed.....do.	171	186
Black lead pencils.....	....	4,479	Chocolate.....lbs.	2,001	765
Paper hangings.....	....	44,704	Sugar—brown.....do.	155,414,946	5,434,750
Hair cloth and hair seating.....	....	54,670	— white, clayed, or powdered		
Bolting cloths.....	....	9,045	do.	16,464,299	936,025
Brushes of all kinds.....	....	52,884	— loaf.....do.	329,427	23,288
Copper bottoms cut round, &c....	....	2,174	— candy.....do.	1,289	129
Wire, silvered or plated.....	....	1,580	— other refined.....do.	1,664,883	109,371
Raw silk.....	....	33,002	Candles—wax & spermaceti..do.	1,781	569
Indigo.....lbs.	946,384	731,350	— tallow.....do.	77,124	9,071
Wool, exceeding eight cents per			Cheese.....do.	760,277	56,139
lb.....	783,701	7,461	Soap.....do.	8,342	760
Coffee.....do.	101,292	103,195	Lard.....do.	40	3
Cocoa.....do.	1,672,241	122,874	Beef and pork.....do.	186,973	3,154
Fruits:—			Bacon.....do.	89,384	6,232
Almonds.....do.	1,772,620	47,844	Butter.....do.	5,740	856
Currants.....do.	1,020,030	547,426	Saltpetre, refined.....do.	7	1
Prunes.....do.	547,426	58,892	Salt—Epsom.....do.	2,263	40
Figs.....do.	1,714,563	797,961	— Glauber.....do.	2,198	40
Raisins.....do.	20,639,927	4,551	Tobacco, manufactured—snuff do.	1,833	204
Spices:—			— cigars.....thousands	81,978	860,742
Mace.....do.	4,551	2,307	— other than snuff and cigars		
Nutmegs.....do.	114,016	7,105	lbs.	2,937	901
Cinnamon.....do.	14,976	46,145	Cotton.....do.	5,340,320	414,651
Cloves.....do.	278,037				
Carried forward.....	....	43,714,027	Carried forward.....	....	13,266,679

(continued)

SPECIES OF MERCHANDISE.	TOTAL.		SPECIES OF MERCHANDISE.	TOTAL.	
	Quantity.	Value.		Quantity.	Value.
PAYING SPECIFIC DUTIES—(con- tinued).	number.	dollars.	PAYING SPECIFIC DUTIES—(con- tinued).	number.	dollars.
Brought forward.....	....	13,266,679	Brought forward.....	....	19,740,234
Gunpowder.....lbs.	257	91	Paper—folio and quarto post lbs.	44,750	11,867
Glue.....do.	28,428	3,381	— foolscap, drawing, and writ- ing.....do.	138,452	17,865
Ochre—dry.....do.	2,281,824	33,950	— printing, copperplate, and stainers'.....do.	4,274	823
— in oil.....do.	89,030	2,367	— sheathing, binders', wrap- ping, and box boards.....do.	11,511	1,216
Red and white lead.....do.	470,738	28,747	— all other.....do.	53,834	16,496
Whiting and Paris white.....do.	161,368	1,081	Books—printed previous to 1775 volumes.....do.	10,394	4,441
Litharge.....do.	1,594	86	— printed in other languages than Greek, Latin, and Eng- lish.....do.	64,983	36,715
Orange mineral.....do.	590	47	— printed in Greek and Latin, bound.....lbs.	1,338	1,302
Sugar of lead.....do.	140,007	9,803	— unbound.....do.	965	747
Lead—pig, bar, and sheet.....do.	4,689	265	— all other—bound.....do.	15,318	15,161
— shot.....do.	18	1	— unbound.....do.	88,553	78,042
— old and scrap.....do.	23,891	323	— not enumerated.....do.	....	30,792
Cordage—cables, and tarred, do.	1,019,740	66,548	Apothecaries' phials and bottles, not exceeding the capacity of six ounces.....gross	135	730
— untarred, and yarn.....do.	390,808	10,491	— exceeding six, and not ex- ceeding 16 ounces.....do.	14	80
Twine and packthread.....do.	428,419	70,040	Perfumery and fancy phials and bottles, not exceeding the ca- pacity of four ounces.....do.	257	1,206
Corks.....do.	203,233	48,833	— exceeding four, and not ex- ceeding 16 ounces.....do.	15	117
Copper—nails and spikes.....do.	1,365	481	Dermjoints.....number	53,687	15,413
Fire-arms—muskets.....number	7,405	17,739	Glass bottles, black, quart, gross	15,773	74,800
— rifles.....do.	24	351	Window glass— not exceeding eight inches by 10.....100 sq. ft.	2,024	9,431
Wire—cap and bonnet.....lbs.	1,435	393	— exceeding eight by 10, and not above 10 by 12.....do.	7,373	24,586
— iron and steel—not above No. 14.....do.	423,800	20,441	— exceeding 10 by 12 inches, do.	12,696	50,505
— above No. 14.....do.	56,235	7,112	Fish—dried or smoked.....quintals	1,265	5,186
Iron—tacks, brads, and sprigs— not above 16 oz. per M.....do.	2,595	461	— pickled salmon.....barrels	4,693	54,670
— above 16 oz. per M.....do.	1,784	237	— mackerel.....do.	8,194	58,812
— nails.....do.	773,036	65,792	— " all other.....do.	1,791	8,754
— spikes.....do.	13,687	523	Shoes and slippers— of silk, pairs	3,028	2,988
— cables, chain, and parts thereof.....do.	2,148,852	92,134	— of prunella, lasting, &c. do.	1,017	871
— mill saws.....number	1,498	5,253	— of leather— men and wo- men's.....do.	31,357	22,024
— anchors.....lbs.	196,594	9,911	— children's.....do.	1,082	267
— anvils.....do.	518,361	33,134	Boots and booties.....do.	8,281	25,154
— blacksmiths' hammers and sledges.....do.	45,231	2,308	Playing cards.....do.	3,358	271
— castings— vessels of.....do.	577,739	19,878	Felts, or hat bodies, wholly or partly of wool.....number	53	31
— all other.....do.	2,191,356	58,777	Vitriol—blue or Roman.....lbs.	234	4
— round, as braziers' rods, of 3-16ths to 8-16ths of an inch diameter.....do.	1,178,374	37,767	— oil of.....do.	4	1
— nail or spike rods, or nail plates, slit, rolled, or ham- mered.....do.	40,269	860	Value of merchandise paying specific duties.....	....	20,325,516
— sheet and hoop.....do.	8,061,041	295,679	Value of merchandise paying du- ties <i>ad valorem</i>.....	....	49,300,085
— band, scroll, or casement rods, slit, rolled, &c.....do.	49,714	1,023	Value of merchandise free of duty.....	....	30,627,486
— pig.....do.	373,881	295,284	Total, 1842.....	....	100,162,087
— old and scrap.....do.	18,713	8,207			
— bar—manufactured by roll- ing.....do.	1,231,985	2,053,453			
— manufactured otherwise.....do.	390,236	1,041,410			
Steel.....do.	55,428	597,317			
Hemp.....do.	39,730	267,849			
Alum.....do.	6	38			
Copperas.....do.	411	433			
Wheat flour.....do.	28	46			
Salt.....do.	6,178,743	841,572			
Coal.....do.	3,962,610	380,085			
Wheat.....do.	4,082	2,767			
Oats.....do.	25,778	7,027			
Potatoes.....do.	80,638	24,923			
Carried forward.....	....	19,740,234			

IMPORTS IN 1840.

	In American Vessels.	In Foreign Vessels.	TOTAL.
	Value.	Value.	Value.
Value of merchandise paying specific duties.....	dollars. 11,358,035	dollars. 1,130,305	dollars. 12,494,340
Value of merchandise paying <i>ad valorem</i> duties.....	14,652,484	2,032,391	16,684,875
Value of merchandise free of duty.....	23,961,356	11,013,228	35,574,584
Total.....	49,971,875	14,781,924	64,753,799

STATEMENT exhibiting the Quantity and Value of Merchandise Imported, free of Duty, from July 1, 1843, to June 30, 1844.

SPECIES OF MERCHANDISE.	IMPORTED.		SPECIES OF MERCHANDISE.	IMPORTED.	
	Quantity.	Value.		Quantity.	Value.
	lbs.	dollars.		lbs.	dollars.
Articles imported for the use of the United States .....	....	95,438	Clay, unwrought.....	....	713,518
Articles specially imported for the use of philosophical societies, colleges, &c.:—			Animals for breed.....	....	5,897
— philosophical apparatus, &c.....	....	1,312	Barilla.....	....	27,534
— books, maps, and charts.....	....	19,815	Nuts and berries used in dying.....	....	50,394
— statuary, busts, casts, &c.....	....	85	Old pewter .....	....	804
— paintings, drawings, etchings, and engravings .....	....	3,434	Brass, in pigs and bars.....	....	352
Paintings of American artists residing abroad.....	....	2,017	— old, fit only for re-manufacture .....	....	47,004
Wood dye, in sticks.....	....	428,040	Copper, in pigs and bars.....	....	488,061
— unmanufactured, not specified .....	....	38,218	— in plates, suited for the sheathing of ships.....	....	688,610
Specimens of botany, natural history, and mineralogy.....	....	15,786	— ore.....	....	56,485
Models of inventions and machinery .....	....	2,737	— old, fit only for re-manufacture .....	....	79,805
Anatomical preparations.....	....	1,679	Gypsum, or plaster of Paris.....	....	80,922
Crude antimony.....	....	104	Epaulet and wings, of gold or silver .....	....	801
Burr stones, unwrought.....	....	17,008	Bullion—gold .....	....	83,150
Crude brimstone and sulphur.....	....	75,124	— silver .....	....	4,008,431
Bark of the cork tree.....	....	11,505	Specie—gold .....	....	1,530,154
Carried forward.....	....	712,518	— silver .....	....	4,008,431
			Tens.....lbs.	15,353,524	4,075,195
			Coffee.....do.	158,332,111	9,594,877
			All other articles .....	....	3,024,043
			Total.....	....	24,766,981

A STATEMENT exhibiting the Value of Merchandise Imported, paying Duties *ad valorem*, from July 1, 1843, to June 30, 1844.

SPECIES OF MERCHANDISE.	IMPORTED.		Rate of Duty.	Duties.
	Quantity.	Value.		
		dollars.		dollars. cts.
Wool, unmanufactured, not exceeding 7 cts per lb.....lbs.	13,808,045	754,441	5 per cent.	37,722 05
— unmanufactured, exceeding 7 cts per lb.....do.	199 763	97,019	30 & 3 cts.	35,098 59
Woollen cloths and cassimeres .....	....	4,777,940	40 p. c.	1,911,170 00
— merino shawls, of wool.....	....	271,534	40	108,613 60
— blankets, not above 75 cents each.....	....	370,284	15	55,542 60
— ditto, above 75 cents each.....	....	634,542	25	158,635 50
— hosiery, gloves, mitts, caps, and bindings .....	....	662 905	30	198,871 50
— worsted stuff goods .....	....	1,835,875	30	550,763 50
— woollen yarn.....	....	2,214	30	664 20
— worsted yarn .....	....	156,806	30	47,041 80
— other manufactures of .....	....	396,178	40	158,471 20
Cottons, coloured, exceeding 30 cents per square yard.....sq. yds.	....	2,925,090	30	807,707 00
— ditto, not exceeding 30 cents per sq. yd. ....do.	28,590,795	5,968,529	43.12	2,572,981 55
— uncoloured, exceeding 20 cents per sq. yd. ....do.	....	467,859	30	140,357 70
— ditto, not exceeding 20 cents per sq. yd. ....do.	9,071,760	1,202,010	45.25	544,305 60
— velvets, cords, &c., exceeding 85 cts per sq. yd.....do.	....	576,089	30	172,820 70
— ditto, ditto, not exceeding 35 cts per sq. yd. ....do.	123,253	96,345	35.15	33,941 56
— twist, yarn, and thread, bleached or coloured, not exceeding 75 cents per lb.....lbs.	80,271	34,901	43.12	15,050 81
— twist, yarn, and thread, unbleached and uncoloured, not exceeding 60 cents per lb.....do.	10,751	3,563	45.26	1,612 65
— twist, yarn, and thread, exceeding these minimums, and on spools.....	....	598,542	30	179,562 00
— hosiery, gloves, mitts, caps, and bindings .....	....	1,121,400	30	336,438 00
— other manufactures of .....	....	645,390	30	193,617 00
Silks, floss and other dyed .....	....	40,861	25	10,215 25
— shirts and drawers .....	....	3,799	40	1,519 60
— umbrellas and parasols .....	....	538	30	161 40
— bolting cloths.....	....	19,701	20	3,940 20
— other manufactures of, not specified.....	....	1,150,304	30	347,809 20
Silk and worsted goods.....	....	1,202,488	30	387,746 40
Camlets, and other manufactures of mohair .....	....	52,571	20	10,514 20
Flax, manufactures of—linens bleached, and other .....	....	3,703,532	25	925,883 00
— other manufactures of .....	....	780,294	25	197,323 50
Hempen sheetings, brown and white.....	....	200,215	25	50,053 75
— ticklenburgs, osenaburgs, and burlaps.....	....	236,736	30	77,347 20
— other manufactures of.....	....	63,087	20	12,613 40
Carried forward.....	....	31,103,362	....	9,267,127 81

(continued)

SPECIES OF MERCHANDISE.	IMPORTED.		Rate of Duty.	Duties.	
	Quantity.	Value.			
		dollars.	per cent.	dollars.	cts.
Brought forward.....	31,103,382	....	9,257,127	81
Lace, thread, and insertings.....	218,862	15	32,829	30
— cotton, quillings, insertings, bobinets, &c.....	703,813	20	142,762	00
Clothing, ready made.....	66,175	50	33,087	50
— articles of wear, not specified.....	864,034	40	345,613	60
— embroidered with gold or silver.....	852	50	426	00
Grass cloth.....	231	25	57	75
Carpeting, not specified.....	15,063	30	4,518	90
Matting, Chinese, of flags, jute, or grass.....	40,156	25	7,539	00
— mats and matting, not specified.....	11,852	25	2,968	00
Wire, silvered or plated.....	579	30	178	70
— brass or copper.....	1,557	25	389	25
Iron and steel, manufactures of, viz. :—				
Fire-arms, not specified.....	70,857	30	21,257	10
Side-arms.....	2,357	30	707	10
Drawing and cutting-knives.....	2,746	30	823	80
Hatchets, axes, and adzes.....	2,171	30	651	30
Socket chisels.....	4,753	30	1,425	90
Steelyards and scalebeams.....	3,613	30	1,053	00
Vices.....	13,799	30	4,139	70
Sickles, or reaping-hooks.....	1,099	30	329	70
Scythes.....	11,050	30	3,315	00
Spades and shovels.....	5,357	30	1,607	10
Squares.....	1,000	30	480	00
Screws, other than wood-screws.....	1,195	30	358	50
Needles, sewing, knitting, &c.....	74,728	20	14,945	60
All other manufactures of.....	2,586,912	30	776,073	60
Saddlery, common tinned, and japanned.....	74,447	20	14,889	40
— plated, brass, and polished steel.....	88,183	30	26,454	90
Brass, manufactures of.....	82,147	30	24,644	10
Copper, ditto.....	131,691	30	39,507	30
Tin, ditto.....	28,509	30	8,519	70
Pewter, ditto.....	3,246	30	973	60
German silver, ditto.....	721	30	216	30
Bell metal, ditto.....	213	30	63	00
Zinc, ditto.....	14,756	30	4,426	40
Bronze, ditto.....	79	30	23	70
Leather, ditto.....	77,487	35	27,120	45
Glass, plate, exceeding 22 by 14 inches.....	50,763	30	15,228	00
— silvered.....	130,105	30	48,997	80
— framed.....	4,081	30	1,793	16
— paintings on porcelain, and coloured.....	73	30	21	00
— manufactures of, not specified.....	35,483	25	8,870	75
Hats and bonnets, Leghorn, chip, straw, grass, &c.....	713,483	35	249,719	05
— palm-leaf, rattan, willow, &c.....	21,250	35	8,487	50
Wood, cabinet-ware.....	42,152	30	12,645	00
— other manufactures of.....	38,508	30	11,570	40
Wares, China and porcelain.....	111,840	30	33,552	00
— earthen and stone.....	1,521,642	30	456,492	60
— plated and gilt.....	123,855	30	37,166	50
— japanned.....	26,367	30	7,910	10
Furs, undressed, on the skin.....	302,522	5	15,126	10
— hats, caps, muff, and tippets.....	26,882	35	9,408	70
— hatters', and other furs.....	510,803	25	129,973	25
Hair cloth and hair seatings.....	25,393	25	6,348	25
Brushes of all kinds.....	58,885	30	17,065	00
Paper hangings.....	27,203	35	9,521	05
Carriages, and all parts of.....	2,178	30	653	40
Slates of all kinds.....	77,445	25	19,361	25
Black lead pencils.....	13,802	25	3,465	50
Copper bottoms, cut round, &c.....	4,075	30	1,222	50
Zinc, in plates or sheets.....	113,099	10	11,309	90
Chronometers, ship or box.....	4,043	20	806	60
Clocks.....	8,511	25	2,127	75
Watches, and parts of.....	487,142	7½	36,535	65
Gold and silver, manufactures of.....	32,394	30	9,718	20
Jewelry, of gold or silver.....	27,840	20	5,569	20
— imitation of gold or silver.....	74,201	25	18,565	25
Gold and silver laces, tresses, tassels, knots, &c.....	26,079	15	3,911	85
Gold and silver leaf.....	10	20	2	00
Embroidery in gold and silver, other than clothing.....	59	20	11	80
Quicksilver.....	77,464	5	3,873	20
Buttons, metal.....	1,084	30	325	20
— all other and moulds.....	36,117	25	9,029	25
Teas, from places other than their growth..... lbs.	46,490	20	9,118	00
Coffee, from places other than its growth..... do.	2,229,832	20	55,955	40
Cerks.....	169,077	20	33,865	30
Quills, prepared.....	75,551	25	472	25
— all other.....	1,342	20	268	40
Wood, unmanufactured, mahogany.....	199,225	15	29,883	75
— ditto, rose.....	487	15	73	05
Carried forward.....	41,636,142	....	12,114,448	92

(continued)

SPECIES OF MERCHANDISE.	IMPORTED.		Rate of Duty.	Duties.	
	Quantity.	Value.			
	number.	dollars.	per cent.	dollars	cts.
Brought forward.....	41,636,142	....	12,114,443	92
Wood, unmanufactured, cedar.....	867	15	130	05
Merchandise not enumerated, viz. :—					
at 1 per cent.....	240,881	....	2,408	81
at 2½ do.	1,309,319	....	34,232	97
at 5 do.	4,187,074	....	209,353	70
at 7 do.	25,738	....	1,801	66
at 7½ do.	24,266	....	1,819	20
at 10 do.	165,456	....	16,545	80
at 12½ do.	5,181	....	647	62
at 15 do.	223,938	....	33,590	70
at 20 do.	2,280,049	....	456,009	80
at 25 do.	1,092,661	....	273,165	25
at 30 do.	971,068	....	291,319	80
at 35 do.	34,771	....	12,169	85
Total.....	58,357,401	....	23,447,640	13

STATEMENT exhibiting the Quantity and Value of Merchandise imported, paying specific Duties, during the Year ending June 30, 1844; the Amount of Duty which accrued under the Act of 1842; and the equivalent *ad valorem* to each rate, respectively.

SPECIES OF MERCHANDISE.	IMPORTED.		Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	Quantity.	Value.			
	number.	dollars.	dollars cts.	cts.	per cent.
Silk, sewing silk, silk twist, &c.....lbs.	99,923	496,745	199,846	00	40.23
— pongees and plain white.....do.	104,330	300,979	156,195	00	43.35
— manufactures of, not specified.....do.	634,326	6,208,239	1,586,005	00	25.54
— raw silk.....do.	59,192	172,553	29,506	00	17.11
— shoes and slippers for men and women..pairs	2,157	1,802	647	10	35.91
— laced boots and booties for women.....do.	65	144	48	75	33.85
— shoes and slippers for children.....do.	96	12	14	40	120.00
— hats for men.....number	7,513	14,194	7,513	00	52.03
— bonnets for women.....do.	1,149	6,291	2,298	00	36.52
Flannels.....square yards	93,835	37,795	13,130	00	34.75
Buizes and hockings.....do.	125,040	40,214	17,505	60	43.53
Carpeting, Wilton.....do.	17,572	42,968	11,421	80	26.58
— Saxony.....do.	1,344	2,850	873	60	30.63
— Brussels.....do.	175,250	226,377	96,390	80	42.58
— Venetian.....do.	19,984	14,325	5,995	20	41.85
— other ingrained.....do.	4,005	2,955	1,179	00	40.61
Sail duck.....do.	961,056	350,317	67,273	02	19.20
Cotton bagging, of hemp.....do.	1,695,868	153,094	67,834	72	44.31
— bagging of other materials.....do.	129,284	5,671	6,464	20	113.98
Floorecloth, patent, printed, or painted.....do.	9,470	7,501	3,317	65	44.22
Oil-cloth, furniture, on Canton fannel.....do.	2,113	584	338	08	57.88
— furniture, not specified.....do.	61,722	11,033	6,172	20	55.94
— of linen, silk, &c., for covers.....do.	62,261	11,209	7,782	02	69.43
Wine, Madeira.....gallons	16,754	30,575	1,256	55	4.10
— Sherry.....do.	18,665	23,418	10,599	00	45.26
— Champagne.....do.	60,778	210,333	20,711	20	12.69
— Port, in bottles.....do.	345	1,102	51	75	4.07
— Port, in casks.....do.	223,615	156,878	13,416	90	8.55
— Burgundy, in bottles.....do.	180	853	66	35	7.77
— Burgundy, in casks.....do.	13,012	3,952	1,951	80	53.44
— Claret, in bottles.....do.	35,713	35,315	12,499	55	35.30
— Claret, in casks.....do.	993,198	218,339	69,601	88	27.31
— Teneriffe, in casks or bottles.....do.	17,847	6,186	3,569	40	57.70
— Marsala, or Sicily Madeira.....do.	13,238	11,297	3,809	50	33.74
— other wines of Sicily.....do.	16,942	3,710	2,391	30	64.45
— red, of France, not enumerated.....do.	328,071	54,721	19,684	26	36.97
— red, of Prussia, not enumerated.....do.	2,062	650	165	72	25.49
— red, of Portugal and possessions.....do.	9,554	4,725	861	24	11.87
— white and red of France, in bottles.....do.	5,211	5,270	1,042	20	19.77
— white and red of Portugal, in bottles.....do.	17	12	2	55	91.25
— white, of France, not enumerated.....do.	206,986	50,360	15,223	95	30.28
— white, of Austria, not enumerated.....do.	20	59	1	50	2.54
— white, of Portugal and possessions.....do.	61,408	24,671	4,605	60	18.65
— white and red, of Spain, in casks.....do.	151,556	38,390	18,944	50	49.84
— white and red, of Germany, in casks.....do.	47,263	13,517	5,907	87	43.70
— ditto, of the Mediterranean, in casks.....do.	12,489	3,191	1,561	13	48.98
— ditto, of Spain, in bottles.....do.	505	1,073	101	00	9.41
— ditto, of Germany, in bottles.....do.	1,240	2,816	246	00	6.81

(continued)

FOREIGN TRADE OF THE UNITED STATES.

791

SPECIES OF MERCHANDISE.	IMPORTED.		Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	Quantity.	Value.			
	number.	dollars.	dollars cts.	cts.	per cent.
Wine, white and red, of the Mediterranean, in bottles.....gallons	196	90	39 20	0 20	43.55
— all other, in bottles.....do.	1,497	1,305	973 05	0 65	78.21
— ditto, in casks.....do.	11,013	6,545	2,753 25	0 25	42.06
Spirits, brandy.....do.	782,510	606,633	782,510 00	1 00	128.99
— from grain.....do.	416,918	171,015	258,489 16	0 62	151.15
— from other materials.....do.	210,477	78,027	130,495 74	0 62	167.24
Cordials.....do.	16,217	23,302	9,730 20	0 60	41.75
Beer, ale, and porter, in bottles.....do.	117,995	116,965	23,589 20	0 20	20.17
— ditto in casks.....do.	13,379	6,749	2,006 85	0 15	29.73
Vinegar.....do.	22,785	3,985	1,822 80	0 8	45.74
Molasses.....lbs.	249,428,872	2,833,753	1,122,429 92	4½ mks.	89.61
Oil, spermaceti.....gallons	953	743	238 25	0 25	32.06
— whale, and other fish.....do.	297	147	44 55	0 15	30.30
— olive, in casks.....do.	16,412	12,407	3,282 40	0 20	26.45
— castor.....do.	157	214	78 80	0 40	32.29
— linseed.....do.	307,222	155,624	70,805 50	0 25	49.35
— rapeseed.....do.	28	20	7 00	0 25	35.00
— of almonds.....lbs.	2,491	604	224 19	0 9	37.12
— of cloves.....do.	2,406	2,943	721 80	0 30	24.52
Cocoa.....do.	4,020,194	236,622	40,291 91	0 1	17.02
Chocolate.....do.	3,087	1,055	123 46	0 4	11.70
Sugar, brown.....do.	179,857,491	6,793,540	4,496,437 27	0 2½	66.18
— white clayed.....do.	4,731,516	267,704	189,200 64	0 4	70.70
— loaf, and other refined.....do.	2,215,517	131,454	132,531 02	0 6	98.87
— candy.....do.	4,117	391	247 02	0 6	63.17
— syrup of sugar-cane.....do.	51	2	1 35	0 2½	67.00
Fruits, almonds.....do.	1,017,595	95,531	30,527 85	0 3	31.95
— currants.....do.	1,081,531	37,315	32,445 93	0 3	86.89
— prunes.....do.	291,876	29,087	8,756 28	0 3	30.10
— figs.....do.	1,074,945	73,375	21,198 90	0 2	29.30
— dates.....do.	236,686	2,107	2,366 86	0 1	109.22
— raisins, muscatel.....do.	8,492,456	318,142	254,773 08	0 3	80.08
— all other.....do.	2,032,690	58,382	40,653 80	0 2	69.63
— nuts, not specified, not used for dyeing.....do.	2,671,940	73,769	26,719 40	0 1	36.22
Spices, mace.....do.	2,393	1,089	1,246 50	0 50	114.46
— nutmeg.....do.	199,809	97,532	59,942 70	0 30	61.46
— cinnamon.....do.	8,865	8,338	3,216 25	0 25	26.58
— cloves.....do.	365,444	56,027	25,251 52	0 8	52.21
— pepper, black.....do.	1,673,399	50,037	83,669 95	0 5	141.72
— ditto, Cayenne and African.....do.	40,917	2,080	4,091 70	0 10	196.15
— pimento.....do.	869,986	46,765	43,199 30	0 7	93.01
— casia.....do.	1,137,651	85,432	56,882 55	0 5	67.58
— ginger, ground.....do.	2,392	352	95 08	0 4	27.47
— ditto, race.....do.	245,434	7,376	4,008 68	0 2	66.54
Camphor, crude.....do.	245,566	97,496	12,277 80	0 5	12.50
— refined.....do.	2,369	1,545	473 80	0 20	30.60
Candles, wax and spermaceti.....do.	966	463	77 28	0 8	16.58
— tallow.....do.	130	14	5 20	0 4	37.14
Soap, hard.....do.	29,874	1,787	1,194 96	0 4	60.87
— soft.....lbs.	1	4	0 50	0 50	12.50
Tallow.....lbs.	6,828	461	68 28	0 1	14.81
Starch.....do.	19,593	876	391 86	0 2	44.73
Pearl barley.....do.	105,799	3,485	2,115 98	0 2	60.71
Butter.....do.	1,815	164	90 75	0 5	55.33
Lard.....do.	47	3	1 41	0 3	47.00
Beef and pork.....do.	259,379	6,312	5,187 58	0 2	62.18
Hams and bacon.....do.	26,499	3,222	704 97	0 3	24.67
Bristles.....do.	190,638	84,011	1,906 38	0 1	2.27
Indigo.....do.	1,391,708	1,445,067	69,58 10	0 5	6.08
Wood, or paste.....do.	159,871	5,193	1,58 71	..	30.77
Cheese.....do.	56,985	7,635	5,18 65	0 9	67.16
Ivory or bone black.....do.	27,874	1,398	26 09	0 0½	14.95
Alum.....do.	110	6	1 65	0 1	27.47
Opium.....do.	29,923	61,040	22,442 25	0 75	27.50
Glue.....do.	8,728	1,350	436 40	0 5	32.32
Saltpetre, partly refined.....do.	301,083	21,232	977 71	0 0½	4.60
Gunpowder.....do.	6,164	2,818	493 12	0 8	17.49
Copperas.....do.	61	2	1 22	0 2	61.00
Vitriol, blue, or Roman.....do.	6,208	487	251 92	0 4	51.72
— oil of.....do.	51	6	51	0 1	8.50
Quinine.....oz.	1,327	2,234	530 8 1	0 40	23.76
Bleaching powder.....lbs.	2,674,904	111,092	26,748 04	0 1	24.07
Sulphate of barytes.....do.	191,872	1,205	959 36	0 0½	79.61
Tobacco manufactured, snuff.....do.	923	311	110 76	0 12	35.61
— ditto, cigars.....do.	718,748	974,431	287,499 20	0 40	29.50
— ditto, other than snuff and cigars.....do.	1,788	533	178 80	0 10	33.54
Cotton.....do.	10,88 401	651,726	320,682 03	0 3	50.16
Thibet, angora, and other goats' hair.....do.	69,548	20,683	895 48	0 1	3.36
Paints, ochre, dry.....do.	508 012	11,497	8,680 12	0 1	75.49
— ditto, in oil.....do.	2,120	118	31 80	0 1½	26.94
— white and red lead.....do.	242,213	12,252	8,888 52	0 4	72.54

(continued)

SPECIES OF MERCHANDISE.	IMPORTED.		Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	Quantity.	Value.			
	number.	dollars.	dollars cts.	dtrs. cts.	per cent.
Whiting and Paris white.....lbs.	45,673	241	466 73	0 1	189.51
Litharge.....do.	3,328	207	133 12	0 4	64.80
Putty.....do.	27	1	40	0 1½	40.00
Sugar of lead.....do.	13,746	986	549 84	0 4	36.76
Cordage, tarred, and cables.....do.	1,124,526	68,349	56,226 30	0 5	82.28
— untarred.....do.	152,072	5,273	6,843 24	0 4½	129.78
— untarred yarn.....do.	167,757	9,544	10,055 42	0 6	105.46
Twine and packthread.....do.	5,36,175	110,194	32,170 50	0 6	29.19
Seines.....do.	12,408	3,298	868 56	0 7	16.87
Hemp, sun, and other hemp of India.....cwt.	50,732	262,365	101,504 00	2 00	38.68
Manilla, sun, and other hemp of India.....do.	62,653	200,385	78,316 25	1 25	37.40
Jute, Sisal grass, coir, &c., used as hemp for cordage.....do.	9,783	28,692	12,228 75	1 25	42.62
Cordilla, or tow, of hemp or flax.....do.	4,629	15,763	4,629 00	1 00	29.36
Flax.....do.	6,266	67,738	6,266 00	1 00	9.25
Rags.....lbs.	7,301,738	205,686	18,254 34	0 00½	6.18
Hats of wool.....number	91	20	16 38	0 18	81.90
Hat bodies or felts, made in whole or part of wool, do.	101	69	18 18	0 18	26.34
Glass watch crystals.....gross	1,191	3,008	2,382 00	2 00	79.18
— glasses or pebbles for spectacles.....do.	1,642	7,305	3,284 00	2 00	14.95
Cut glass, cut ½ the height or length thereof.....lbs.	725	489	181 25	0 25	37.06
Cut glass, cut above ½ and not above ¾.....do.	464	347	102 40	0 35	46.80
— cut ¾ and exceeding.....do.	1,783	904	802 35	0 45	88.75
— cut chandeliers, candlesticks, &c.....do.	18,252	11,271	8,213 40	0 45	72.86
Plain glass, moulded or pressed, weighing over 8 oz.....do.	11,408	2,299	1,140 80	0 10	49.62
— ditto, weighing 8 oz. or under.....do.	2,623	1,227	314 76	0 12	25.65
— ditto, weighing over 8 oz., when stoppered do.	1,227	307	173 88	0 14	56.63
— ditto, weighing 8 oz. or under, when stoppered.....lbs.	1,202	775	192 32	0 16	24.81
Cut glass—plain, moulded, or pressed, tumblers do.	3,139	584	113 90	0 10	53.75
— ditto, stoppered, &c.....do.	540	146	75 60	0 14	51.70
Cylinder window glass, not above 8 by 10 inches square foot	12,364	254	247 28	0 2	97.35
— not above 10 by 12 inches.....do.	30,538	989	763 45	0 2½	77.19
— not above 14 by 10 inches.....do.	19,693	772	668 25	0 3½	86.56
— not above 16 by 11 inches.....do.	13,941	576	539 64	0 4	93.69
— not above 18 by 12 inches.....do.	8,646	452	492 30	0 5	108.91
— above 18 by 12 inches.....do.	40,705	2,783	2,442 30	0 6	87.75
Crown window glass, not above 16 by 11 inches do.	341	406	93 87	0 7	18.92
— not above 18 by 12 inches.....do.	806	102	64 48	0 8	63.21
— above 18 by 12 inches.....do.	2,210	173	221 10	0 10	127.80
Polished plate glass, not above 12 by 8 inches.....do.	1,057	258	52 85	0 5	20.47
— not above 14 by 10 inches.....do.	1,066	301	74 62	0 7	24.79
— not above 16 by 11 inches.....do.	2,097	559	239 76	0 8	42.89
— not silvered, not above 18 by 12 inches.....do.	9,567	3,411	956 70	0 10	28.05
— ditto, not above 22 by 14 inches.....do.	16,739	5,368	2,008 08	0 12	37.41
— Apothecaries' phials and bottles, not exceeding 6 ounces each.....gross	262	1,039	458 50	1 75	44.12
— exceeding 6 and not exceeding 10 oz. each, do.	36	262	99 00	2 75	38.16
Perfumery phials and bottles, not exceeding 4 ounces each.....do.	36	137	99 00	2 50	65.69
— exceeding 4, and not exceeding 16 oz. each, do.	3	22	9 00	3 00	40.09
Black and green bottles, exceeding 8 ounces, and not above 1 quart.....do.	7,040	32,426	21,120 00	3 00	65.13
— exceeding 1 quart.....do.	209	1,999	836 00	4 00	41.82
Dumfries and carboys, not exceeding half-gallon each.....number	300	80	45 00	0 15	56.25
— exceeding half and not above 3 gallons.....do.	8	4	2 40	0 30	60.00
— exceeding 3 gallons each.....do.	17,022	4,548	8,511 00	0 50	187.13
Copper rods and bolts.....lbs.	2,533	522	101 32	0 4	19.40
— nails and spikes.....do.	1,307	388	52 28	0 4	13.47
Patent sheathing metal.....do.	55,538	8,971	1,110 76	0 2	12.88
Lead, in pigs and bars.....do.					
— shot.....do.	95	5	3 80	0 4	76.00
— pipes.....do.	133	13	5 32	0 4	40.92
— old and scrap.....do.	3,205	73	48 07	0 1½	65.04
— in sheets, not specified.....do.	92	11	3 68	0 4	35.48
Brass battery, or hammered kettles.....do.	263	225	67 56	0 12	30.02
— screws.....do.	56	39	16 80	0 20	43.67
Pins, solid headed, in packs of 5000 each.....packs	28,638	26,014	11,455 20	0 40	57.33
Pound pins.....lbs.	57,389	22,921	11,474 00	0 20	50.06
Fire-arms—muskets.....number	12,359	17,945	18,338 50	1 50	163.30
— rifles.....do.	14	196	35 00	2 50	17.85
Cap or bonnet wire, covered with silk.....lbs.	1,223	945	146 76	0 12	17.36
— covered with other materials.....do.	2,937	1,138	234 90	0 8	20.63
Iron and steel wire, not above No. 14.....do.	81,836	7,175	4,091 90	0 5	57.00
— above 14, and not above No. 25.....do.	19,608	7,103	1,589 28	0 8	92.18
— above No. 25.....do.	3,822	1,983	420 42	0 11	21.30
Tacks, brads, and sprigs, not above 16 oz. per M.....do.	2,201	543	114 55	0 5	21.00
— above 16 oz. per M.....do.	14,686	1,365	729 30	0 5	53.42

(continued)

SPECIES OF MERCHANDISE.	I M P O R T E D.		Duties.	Rate of Duty.	Equivalent and valorem Duty.
	Quantity.	Value.			
	number.	dollars.	dollars cts.	dtrs. cts.	per cent.
Manufactures of iron:—					
Wood-screws	30,488	6,135	3,650 26	0 12	59.63
Cut nails	15,515	740	465 45	0 3	92.79
Wrought nails	595,179	42,683	23,807 16	0 4	55.78
Spikes, cut or wrought	19,243	713	577 29	0 3	80.96
Chains, cables, and parts	925,497	28,775	23,137 42	0 24	80.41
— other than cables	1,464,698	63,168	58,567 92	0 4	92.75
Wrought, for ships, locomotives, &c.	12,195	450	487 80	0 4	108.40
Malleable, or castings	24,009	1,808	963 96	0 4	53.31
Mill, cross-cut, and pit saws	1,481	4,344	1,481 00	1 00	34.09
Steam, gas, or water tubes	392	100	19 60	0 5	19.60
Anchor or parts	84,434	3,397	2,110 85	0 24	62.14
Anvils	894,565	52,573	22,361 12	0 24	42.54
Blacksmiths' hammers	62,528	2,649	1,563 20	0 24	59.00
Castings, vessels of	511,018	21,026	7,678 77	0 14	31.96
— all other	236,835	10,588	2,308 35	0 1	32.37
Gleazed or tinned hollow ware	373,480	26,742	9,347 00	0 24	34.87
Sad-irons, batons, and tailors' irons	26,646	632	666 15	0 24	78.18
Cast iron butts or hinges	987,737	53,877	21,693 37	0 24	45.83
Axle-trees, or parts thereof	8,322	1,153	312 88	0 4	28.87
Round or square iron, as brasiers' rods, &c.	805,505	3,452	20,147 65	0 24	68.44
Nail or spike rods	43,165	2,924	1,070 12	0 24	82.25
Sheet iron, except tingers	4,238,134	146,129	10,453 41	0 24	72.50
Hoop iron	217,880	6,642	3,447 00	0 24	82.00
Band or scroll, or cement rods, &c.	130,184	6,100	3,251 60	0 24	53.27
Iron—pig	298,880	200,522	131,496 00	0 45	67.07
— all and scrap	42,663	13,399	21,331 50	0 50	49.15
— bar, manufactured by rolling	757,821	1,005,482	917,280 00	1 25	88.89
— ditto, manufactured otherwise	236,141	583,067	200,983 45	0 85	31.47
Steel—cast, shear, and German	35,790	412,904	53,550 00	1 50	12.09
— all other	7,004	44,198	17,510 00	2 50	39.35
Leather, tanned, sole or bend	795	249	47 70	0 6	19.15
— upper, not specified	679	182	51 32	0 8	29.84
— calf-skins, tanned and dressed	2,395	32,321	11,975 00	5 00	37.05
— seal-skins					
— sheep-skins	6,730	37,365	13,160 00	2 00	36.02
— goat-skins	1,018	8,510	2,515 00	2 50	29.91
— Morocco skins	412	1,017	1,105 00	2 50	27.50
— kid or Morocco	811	1,193	1,267 50	1 50	30.22
— goat or sheep-skins, tanned and not dressed	805	2,311	805 00	1 00	31.70
— kid and lamb-skins	41	51	33 75	0 75	66.17
— fawn, kid, and lamb, known as chamois	666	2,538	636 00	1 00	25.05
— skivers	521	3,230	1,042 00	0 50	32.26
— gloves, men's	28,918	136,190	36,185 00	1 25	26.51
— do. women's habit	118,072	427,271	118,372 00	1 00	27.70
— do. do. extra and demi-length	1,691	9,806	2,536 50	1 50	25.86
— do. children's habit	2,426	6,845	1,213 00	0 50	17.72
— do. do. extra, and demi-length					
— men's boots and booties	3,610	15,719	1,550 00	1 25	28.95
— ditto shoes and pumps	981	1,029	291 30	0 30	28.60
— women's boots and booties	348	520	174 00	0 50	33.46
— ditto double-soled pumps	570	275	224 00	0 10	83.00
— ditto shoes and slippers	5,923	3,647	1,481 25	0 25	40.61
— ditto shoes and slippers, of prunella	5,273	4,043	1,318 25	0 25	32.59
— children's boots, booties, and shoes	2,116	299	317 10	0 15	106.15
Paper, bank or bank-note					
— folio and quarto post	25,115	7,883	1,325 65	0 17	51.87
— antiquarian and drawing	46	22	6 90	0 15	31.36
— medium, demy, and foolscap	79,208	8,761	11,881 20	0 15	135.61
— all other writing	11,378	1,514	1,706 79	0 15	112.72
— copperplate, blotting, and copying	37,771	18,800	721 37	0 124	25.03
— coloured, for labels and needles	31	13	1 25	0 124	32.60
— marble and fancy-coloured	1,381	653	172 62	0 124	26.42
— glass-paper	12	10	1 50	0 124	15.00
— morocco paper	667	268	83 37	0 124	31.11
— pasteboard, pressing-board, and sand-paper	440	261	5 00	0 124	21.07
— tissue paper	2,252	464	281 50	0 124	66.66
— gold and silver paper	14	47	1 75	0 124	3.72
— coloured, copperplate, printing, and stainers'	1,867	654	186 70	0 10	38.54
— sheathing, wrapping, and cartridge	19,636	1,842	589 08	0 3	31.98
— playing-cards	307	56	76 75	0 25	137.05
— all other	7,999	3,390	1,186 35	0 15	34.09
Blank books, bound	869	361	173 80	0 20	48.14
— ditto unbound	20	5	3 00	0 15	69.00
Books printed in Latin and Greek, bound	8,791	7,752	1,318 65	0 15	17.01
— ditto ditto unbound	3,224	2,040	419 12	0 13	14.25
— ditto in Hebrew, Greek, Latin, or English, forty years before importation	18,629	7,833	781 15	0 5	9.97
— printed in Hebrew, bound	7,805	6,603	780 50	0 10	11.71
— ditto ditto unbound	633	418	50 61	0 8	11.30

(continued)

SPECIES OF MERCHANDISE.	IMPORTED.		Duties.	Rate of Duty.	Equivalent ad valorem Duty.
	Quantity.	Value.			
	number.	dollars.	dollars cts.	dtrs. cts.	per cent.
Books printed in other languages than Hebrew, Greek, Latin, or English, bound.....lbs.	70,838	54,710	23,541 90	0 5	6.47
— ditto in other languages than Hebrew, Greek, Latin, or English, in sheets or pamphlets.....do.	5,066	3,740	849 90	0 15	22.67
— ditto in English, bound.....do.	7,239	10,043	2,171 70	0 30	21.62
— ditto ditto unbound.....do.	56,142	58,564	11,228 40	0 20	19.17
— ditto and published one year before importation, bound.....do.	12,627	12,069	1,894 05	0 15	15.69
— ditto and not republished in the United States five years before importation, unbound lbs.	34,613	27,900	3,451 30	0 10	12.37
— reports of legislative committees.....volumes	32	37	1 80	0 5	4.32
— polyglots, lexicons, and dictionaries.....lbs.	5,805	5,595	278 25	0 5	4.97
Salt.....bushels	8,243,139	911,512	659,451 12	0 8	72.35
Coal.....tons	87,073	230,963	152,377 75	1 75	64.20
Coke or culm.....bushels	11,787	398	589 35	0 5	148.07
Breadstuffs, wheat.....do.	446	545	111 50	0 25	20.45
— barley.....do.	1,038	664	327 60	0 20	49.23
— rye.....do.	90	49	13 50	0 15	27.55
— oats.....do.	5,238	1,704	523 80	0 10	29.13
— Indian corn.....do.	5	6	50	0 10	8.33
— Indian meal.....cwt.	2	1	40	0 20	40.00
— wheat flour.....do.	243	139	170 10	0 70	122.37
Potatoes.....bushels	100,725	33,260	10,072 50	0 10	30.28
Fish, dried or smoked.....cwt.	360	3,067	360 00	1 00	11.73
— salmon.....barrels	6,969	70,111	13,038 00	2 00	19.88
— mackerel.....do.	30,158	164,130	45,237 00	1 50	27.56
— herrings.....do.	153	1,584	229 50	1 50	14.49
— all other.....do.	6,262	25,179	6,202 00	1 00	24.87
Specific articles.....	....	31,352,863	14,531,204 77	Aver.	46.34
Ad valorem articles.....	....	52,315,201	14,440,348 03	Aver.	27.62
Paying duties.....	....	83,668,154	28,980,556 80	Aver.	34.64
Free goods.....	....	24,766,881			
Total value.....	....	108,435,035			

STATEMENT exhibiting the Articles Imported during the Year ending on the 30th of June, 1844, the Duty on which exceeds 35 per cent, on the Wholesale Market Value of such Articles; prepared in conformity to the 27th Section of the Act of the 30th of August, 1842.

ARTICLES.	Quantity.	Invoice value.	Duty per act of August, 1842.	Amount of duty.	12½ per cent. charged for freight, insurance, &c., on invoice value.	Cost, including invoice value, duty, and charges.	15 per cent charged for importer's profit.	Wholesale market value.	Ad valorem duty on wholesale market value.
	number.	dollars.		dollars.	dollars.	dollars.	dollars.	dollars.	
Spirits—									
Brandy .....galls.	782,509	606,633	1 dollar per gallon.	782,509	75,829	1,104,971	219,745	16,847.16	46 2-5
From grain .....do.	416,918	171,015	7½ cents do.	312,088	21,378	505,981	75,762	580,843	53 4-5
All other .....do.	210,187	78,027	75 cents do.	157,865	9,753	245,645	36,846	282,491	55 4-5
Sugar, loaf and other refined.....lbs.	2,215,517	134,454	6 cents per pound.	142,931	10,807	294,192	44,178	338,370	42 4-5
Fruits—									
Dates .....do.	230,686	2,167	1 cent do.	2,366	271	4,804	720	5,524	42 4-5
Raisins in boxes, &c....do.	8,492,456	318,142	3 cents do.	294,773	39,767	612,682	91,902	704,584	36 1-10
Spices—									
Black pepper .....do.	1,673,399	59,037	5 cents do.	83,669	7,379	150,085	22,513	172,598	48 2-5
Red do.....do.	40,917	2,086	10 cents do.	4,091	261	6,438	965	7,403	55 1-5
Pimento.....do.	869,086	46,765	4 cents do.	43,492	6,845	96,109	14,415	110,524	39 3-10
Beef and pork.....do.	259,354	6,312	2 cents do.	5,187	789	12,283	1,843	14,131	36 3-6
Sulphate of barytes.....do.	181,872	1,205	1½ cents do.	2,878	150	4,233	635	4,868	59
Whiting and Paris white.do.	45,673	251	1 cent do.	456	31	738	110	846	53 7-10
Cordage, untarred.....do.	152,072	5,279	4 cents do.	6,843	659	12,775	1,916	14,691	46 3-5
Untarred yarn.....do.	107,737	9,541	6 cents do.	10,065	1,193	20,892	3,120	23,922	42½
Glass—									
Watch crystals .....gross	1,191	3,068	2 dollars per gross.	2,382	376	5,766	865	6,631	35 9-10
Cut, half & exceeding lbs.	1,783	904	45 cents per pound.	802	113	1,819	272	2,091	38
Cylinder window glass—									
Not above 8 by 10 in. sq. ft.	12,364	251	2 cts. per square ft.	247	32	533	80	613	40
Do. 10 by 12.....do.	30,538	989	24 cents do.	763	123	1,475	281	2,156	35 2-5
Do. 14 by 10.....do.	19,093	772	34 cents do.	668	96	1,536	230	1,766	37 4-5
Do. 16 by 11.....do.	13,941	576	4 cents do.	557	72	1,205	181	1,386	40
Do. 18 by 12.....do.	9,446	452	5 cents do.	492	56	1,000	150	1,150	42 4-5
Above 18 by 12.....do.	40,705	2,783	6 cents do.	2,442	348	5,573	836	6,409	38 1-10
Crown window glass—									
Above 18 by 12 inches.do.	806	102	10 cents do.	80	13	105	29	224	35 7-10
Demijohns, &c., above 3 galls.....number	17,022	4,648	50 cents each.	8,511	508	13,027	2,044	15,671	53 4-5
Fire-arms—muskets.....do.	12,359	17,945	1 dollar 50 cts. each	14,538	2,243	38,726	5,409	44,335	41 3-5
Manufactures of iron—									
Chain cables and parts.lbs.	925,497	28,775	2½ cents per pound.	23,137	3,597	55,509	8,326	63,835	36 1-5
Chains, other than cables.....do.	1,464,608	63,108	4 cents do.	58,587	7,896	129,651	19,447	149,098	39 1-5
Sad irons, tailor's and hatter's irons.....do.	26,646	852	24 cents do.	656	107	1,625	243	1,868	35 3-5
Hoop iron.....do.	217,880	6,042	24 cents do.	5,417	830	12,919	1,937	14,856	36 3-5
Bar rolled.....do.	757,824	1,065,582	1 dlr. 25 cts. per cwt.	947,280	133,196	21,460,660	321,909	2,467,969	38 3-10
Coke or culm.....bushels	11,787	398	5 cts per bushel.	589	50	1,037	155	1,192	50

CHAPTER XXIV.

NAVIGATION AND TRADE BETWEEN THE UNITED STATES AND THE UNITED KINGDOM.

THE commercial intercourse between the United Kingdom and the United States of America, is confined to the vessels of the respective countries, including the colonial possessions. This is much upon the same principle as before the independence of the Anglo-American colonies: excepting that the British crown subjected the colonial carrying trade with foreign countries to restrictions that were palpably unwise and unjust, though strictly in the narrow spirit of the Navigation act. Since the revolution, the ships of the United States trade to all the countries in the world.—(See *Commercial Legislation of England and the United States hereafter*.)

The early details of the trade between Great Britain and her colonial possessions were by no means attended to. Some accounts of entrances and clearances, and notices of the imports, were kept by the customs department, and from these the following tables have been compiled.

The accounts of the tonnage employed are mixed up with that engaged in the North American fisheries, and in the circuitous trade with the West Indies. It comprised a great share of the whole British navigation beyond the seas.

From the date of first passing the navigation law in 1660, in which act the exclusive restrictions to be observed in the trade and navigation of the plantations in America is declared, we have but scanty information respecting the commerce of the North American colonies until 1670, when we find they supplied the sugar plantations with cattle, hogs, flour, timber, slaves, and other lumber; and that "in time of dearth," the plantations of New York, New Jersey, and Pennsylvania, supplied even Britain and Ireland with corn.

In 1703, a law was passed to encourage the growth and importation of naval stores from the North American colonies—and an active trade appears to have been carried on between England and these plantations, and between the latter and the West Indies. A very profitable trade from the North American plantations was carried on with the foreign West Indies, which was most unwisely attempted to be stopped, by British West Indian interests obtaining a British act of parliament, framed in 1733, imposing nearly prohibitive restrictions on that trade, although the proceeds and profits of which were nearly all remitted to England in payment for manufactures. The value of exports from Great Britain to North America, on an average of the three first years of King William's reign, is stated by Chalmers, at 395,619*l*. The imports at 339,138*l*.; the population in 1715, that is 130 years ago, at 375,750 whites; 58,850 negroes. Total 434,600.

That trade was paralysed for some time, but not suppressed. It was beyond the power of mere acts of parliament to annihilate so profitable a commerce: especially that carried on by British merchants, from England, through the North American colonies, to the French and other foreign West Indies; until 1665, when Mr. Grenville, a man of great integrity, but of contracted mind, and a most blundering commercial legislator, converted the gallant commanders of his majesty's ships of war, on the American and West India, as well as on the British coasts, into sworn revenue officers for the enforcement of restrictive navigation.

The profitable trade from the North American plantations in supplying the French, Spanish, and Danish West Indies, with British manufactures and colonial provisions and stores, was consequently, during the following year, almost annihilated by the wicked interference of Mr. Grenville. Grievous, indeed, was the consequent infliction upon British trade and navigation—and unfortunate the effects finally caused by the just, but unredressed, complaints of the North American colonists.* Their grievances were only attended to by an attempt to

* Macgregor's British America.

increase their burdens—by extending to them the Stamp act—which they effectually resisted under the title of “*The folly of England and the ruin of America.*”

In a letter from one of the New England colonists to the Board of Trade and Plantations, printed in the year 1715, concerning the trade, it is asserted, “That one fleet only from New England brought home 6000 barrels of pitch, tar, and turpentine to London. Ships of late we build very well, both for beauty and strength. Even so early as this time, we find our sugar colonies complaining of New England’s great trade to the Dutch colony of Surinam, which they now supply with vast numbers of small horses, and with provisions, fish, &c., and in return took their molasses, which they made into rum.”

In the year 1740, it appears from the information given to the Board of Trade by persons concerned in the two British colonies of Virginia and Maryland, that about 200 British ships were annually and constantly employed in that trade, viz., “about eighty or ninety sail to Virginia, and about 110 to 120 to Maryland; that the ships trading thither from the outports of Great Britain were generally of a lesser burden than were those from the port of London: and that of about 30,000 hogsheads of tobacco, annually imported from those two colonies into Great Britain, 18,000 were brought home in the London ships. Also that this computation was exclusive of the vessels employed by those two colonies in their trade with the other British continental and island colonies of America.”

From the Year 1741 to 1748, inclusive, Exported—			From the Year 1751 to 1758, inclusive, Exported—		
Y E A R S.	To the North- ern Colonies from Britain.	To the West India Islands from Britain.	Y E A R S.	To the North- ern Colonies from Britain.	To the West India Islands from Britain.
	£	£		£	£
1741.....	940,000	796,000	1751.....	1,246,000	685,000
1742.....	534,000	503,000	1752.....	1,177,000	634,000
1743.....	754,000	472,000	1753.....	1,324,000	733,000
1744.....	726,000	856,000	1754.....	1,727,000	776,000
1745.....	830,000	734,000	1755.....	1,832,000	877,000
Total.....	3,484,000	3,361,000	Total.....	7,410,000	3,765,000
Difference in favour of our northern colonies.....		123,000	Difference in favour of our northern colonies.....		3,645,000

In 1761, 1762, exclusive of pitch, pine, staves, shingles, and various kinds of wood, there were many other articles exported from South Carolina: among which 249,000 lbs. of indigo; 62,288 barrels of rice; 23,194 bushels of corn; 3980 bushels of peas; 3881 bushels of oats; 2275 barrels of pork; 1648 lbs. of bacon; five barrels of ham; eighty kegs of butter; thirty-two casks of tallow; 343 hogsheads, 215 bales of deer-skins, and 1043 deer-skins loose; 1199 barrels of tar; 751 barrels of turpentine; nineteen barrels of rosin; sixteen casks of bees'-wax; 2693 tanned hides; fourteen boxes of myrtle-wax candles; besides hoops, handspikes, furs, pink root, reeds, &c.

DECLARED Value of British and Irish Produce and Manufactures Exported from the United Kingdom to the United States of America, in each Year, from 1805 to 1811, and from 1814 to 1836.

YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.	YEARS.	Amount.
£	£	£	£	£	£	£	£	£	£	£	£
1805	17,241,409	1810	10,920,732	1817	6,930,359	1822	6,665,202	1827	7,018,272	1832	5,468,272
1806	12,240,488	1811	1,841,253	1818	9,451,009	1823	5,464,574	1828	5,810,315	1833	7,579,899
1807	11,846,513	1814	8,129	1819	4,929,815	1824	6,090,394	1829	4,823,415	1834	6,844,985
1808	5,241,739	1815	13,265,374	1820	3,875,246	1825	7,018,934	1830	6,132,346	1835	10,568,433
1809	7,273,500	1816	9,556,577	1821	6,214,875	1826	4,659,018	1831	9,053,563	1836	12,425,605

TRADE between Great Britain and the Old American Colonies, from 1697 to 1783, inclusive, showing the official Value of Exports and Imports.

YEARS.	NEW ENGLAND.		NEW YORK.		PENNSYLVANIA.		VIRGINIA AND MARYLAND.		CAROLINA.		GEORGIA.	
	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.
	£	£	£	£	£	£	£	£	£	£	£	£
1697	26,282	68,468	10,993	4,579	3,347	2,997	227,756	58,790	12,374	5,280		
1698	31,254	93,517	8,763	25,279	2,720	10,704	174,053	130,135	9,265	18,462		
1699	20,660	127,279	16,818	42,702	1,477	17,064	198,115	205,078	12,372	11,401		
1700	41,486	91,918	17,567	49,410	4,608	18,529	317,392	173,481	14,038	11,003		
1701	32,656	80,392	18,547	31,010	5,220	12,003	235,738	199,683	16,973	13,908		
1702	37,026	64,625	7,965	29,901	4,145	9,342	271,782	72,391	11,870	10,460		
1703	33,539	50,608	7,471	17,562	5,160	9,899	144,928	196,713	13,197	12,428		
1704	30,823	74,806	10,540	22,294	2,430	11,819	204,112	60,455	14,067	6,621		
1705	22,793	62,504	7,393	27,902	1,309	7,206	116,768	174,322	2,698	19,788		
1706	22,210	57,050	2,840	31,588	4,210	11,037	149,152	58,015	8,652	4,001		
1707	38,793	120,631	14,283	29,855	786	14,365	207,625	237,001	23,311	10,492		
1708	49,635	115,505	10,847	26,809	2,120	6,723	213,493	79,061	10,340	11,996		
1709	29,559	120,349	12,250	34,577	617	5,881	261,068	80,208	20,431	28,521		
1710	31,112	106,338	8,293	31,473	1,277	8,594	188,429	127,639	20,793	19,013		
1711	26,415	137,421	12,103	28,856	38	19,408	273,181	91,535	12,871	20,400		
1712	24,699	128,105	12,466	18,524	1,471	8,464	297,941	134,583	29,394	20,015		
1713	49,904	120,778	14,828	46,470	178	17,037	206,263	70,304	32,449	23,967		
1714	51,541	121,288	20,810	41,643	2,063	14,927	280,470	128,873	31,290	23,712		
1715	66,565	164,650	21,316	54,629	5,461	17,182	174,856	199,274	29,158	10,631		
1716	68,595	121,156	21,971	52,173	5,193	21,842	281,343	179,569	40,287	27,272		
1717	58,898	132,001	24,534	44,140	4,499	22,505	296,884	215,902	41,275	25,058		
1718	61,501	131,885	27,331	62,066	5,588	22,716	316,576	191,925	40,365	15,441		
1719	54,432	125,317	19,696	56,355	6,504	27,068	332,069	164,030	50,373	19,630		
1720	49,206	198,769	16,830	37,397	7,028	24,531	331,482	110,717	62,738	18,290		
1721	50,483	114,524	15,681	50,754	8,037	21,548	357,812	127,376	61,858	17,703		
1722	47,955	133,722	20,118	67,478	6,882	20,397	283,091	172,754	79,050	34,374		
1723	59,339	176,486	27,992	53,013	8,332	15,992	287,997	123,833	78,103	42,346		
1724	69,885	168,507	21,191	63,020	4,057	30,324	277,344	161,891	90,504	37,839		
1725	72,021	201,768	24,976	70,650	11,981	42,209	214,730	195,884	91,942	39,182		
1726	63,816	200,882	38,307	84,866	5,960	57,634	324,767	185,981	93,453	43,934		
1727	75,052	187,277	31,617	67,432	12,823	31,079	421,588	192,965	96,055	33,254		
1728	64,689	194,500	21,141	81,634	15,230	37,478	413,089	171,092	91,175	33,007		
1729	52,512	161,102	15,833	64,760	7,434	29,799	386,174	108,931	113,329	58,366		
1730	54,701	208,196	8,740	64,356	10,582	48,592	346,823	150,931	151,739	64,785		
1731	40,048	183,467	20,756	66,116	12,786	44,260	408,502	171,278	169,771	71,145		
1732	64,095	216,000	9,411	65,540	8,524	41,698	310,799	146,289	126,207	58,298		828
1733	61,083	184,570	11,026	65,417	14,776	40,565	401,198	186,177	177,845	70,466	203	1,695
1734	82,252	146,460	15,307	81,758	20,217	54,302	373,090	172,066	120,460	99,558	18	1,021
1735	72,899	189,125	14,155	80,405	21,919	48,804	394,995	220,381	143,348	117,837	3,010	12,112
1736	66,788	222,158	17,944	86,000	20,786	61,513	380,163	204,794	214,083	101,147		2,012
1737	65,347	223,923	10,833	125,833	15,198	56,590	492,246	211,301	187,758	58,986		5,701
1738	59,116	203,233	16,228	133,438	11,918	61,450	391,814	258,800	141,119	87,792	17	6,496
1739	46,004	220,378	18,450	106,070	8,134	54,432	414,654	215,200	236,192	94,445	283	3,224
1740	76,389	171,081	21,498	118,777	15,048	56,751	341,997	281,428	265,560	181,821	924	5,524
1741	60,620	198,147	21,142	140,430	17,158	61,010	577,109	248,582	236,830	224,270		2,553
1742	53,160	148,899	13,630	167,501	8,527	75,295	427,769	264,466	154,607	127,063	1,622	17,018
1743	65,185	172,461	15,027	134,487	9,596	79,340	557,821	324,195	235,136	111,499	2	2,291
1744	56,248	143,082	14,667	119,920	7,440	62,214	402,709	238,855	192,594	79,141		769
1745	38,446	140,463	14,083	54,957	10,130	54,280	399,423	197,799	91,847	80,815		939
1746	36,612	209,177	8,441	60,712	15,779	73,699	419,371	282,545	76,897	102,809		984
1747	41,771	210,640	14,992	137,984	8,832	82,404	492,619	200,094	107,600	95,529		24
1748	26,748	197,682	12,358	143,311	12,363	75,330	494,852	252,694	167,805	160,172		1,314
1749	29,999	288,266	24,413	265,773	14,044	238,637	434,618	323,600	120,499	164,085	51	5
1750	46,455	343,850	35,832	267,136	28,191	217,713	508,030	349,419	191,607	224,037	1,942	2,125
1751	63,287	305,974	42,363	248,941	23,870	190,917	460,085	347,027	245,491	138,244	355	2,065
1752	74,313	273,340	40,648	194,030	20,978	201,666	569,435	326,151	288,264	130,777	1,596	3,163
1753	83,395	345,523	40,533	277,864	33,527	245,644	632,975	356,776	164,034	213,909	3,057	14,128

(continued)

YEARS.	NEW ENGLAND.		NEW YORK.		PENNSYLVANIA.		VIRGINIA AND MARYLAND.		CAROLINA.		GEORGIA.	
	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.	Ex-ports.	Im-ports.
1754.....	£ 60,588	£ 829,433	£ 20,603	£ 127,497	£ 30,649	£ 244,647	£ 573,435	£ 323,513	£ 307,238	£ 149,215	£ 3,236	£ 1,947
1755.....	59,333	841,795	28,055	181,071	32,336	144,456	480,668	285,187	325,525	187,887	4,437	2,030
1756.....	47,359	384,371	24,073	250,425	20,091	200,169	337,759	334,871	222,515	161,780	7,155	585
1757.....	27,556	363,404	19,168	352,311	14,190	158,426	418,881	426,087	120,889	213,949	..	2,071
1758.....	30,204	405,694	14,260	356,555	21,383	260,953	454,362	436,471	150,511	181,002	..	10,212
1759.....	25,985	327,067	21,684	630,785	22,404	498,161	357,228	436,007	206,534	215,255	6,074	15,178
1760.....	37,802	590,047	21,125	480,106	22,754	707,998	504,451	603,882	162,769	218,131	12,198	..
1761.....	40,225	334,225	48,048	289,570	39,170	204,007	455,983	545,350	253,092	251,587	5,764	24,279
1762.....	41,733	247,385	58,882	288,046	38,091	206,199	415,700	418,509	181,695	194,170	6,822	23,701
1763.....	74,815	258,851	53,908	239,560	34,228	284,152	642,294	555,391	282,366	250,132	14,469	44,908
1764.....	88,187	450,765	53,657	515,416	36,268	436,191	550,509	515,192	341,727	305,608	31,325	18,338
1765.....	145,819	451,299	54,959	382,349	25,148	363,368	505,071	383,221	385,918	324,709	31,183	29,165
1766.....	141,733	409,042	67,020	330,820	26,851	327,314	401,693	372,548	293,587	290,732	53,074	67,268
1767.....	128,207	406,081	61,422	417,957	37,641	371,830	437,926	437,628	395,027	244,093	35,856	23,334
1768.....	148,375	419,797	87,115	482,930	59,400	432,107	400,048	475,984	508,108	289,808	42,402	56,562
1769.....	129,353	207,993	73,466	74,918	26,111	199,906	361,892	388,362	387,114	306,600	82,270	58,340
1770.....	148,011	394,451	69,882	475,991	34,109	134,841	435,094	717,782	278,507	146,273	55,532	56,193
1771.....	150,381	1,420,119	95,875	553,621	31,615	728,744	577,848	920,326	420,311	409,169	63,810	70,493
1772.....	126,265	824,830	82,707	342,970	20,133	507,909	528,404	793,910	425,923	449,610	66,083	92,406
1773.....	124,024	527,055	70,246	269,214	36,652	126,448	580,803	328,904	456,513	344,859	85,391	92,532
1774.....	112,248	562,476	80,008	437,937	69,611	625,652	612,030	528,738	432,302	378,116	67,647	57,518
1775.....	116,588	71,025	187,018	1,228	175,962	1,366	758,356	1,921	579,349	6,245	103,477	113,777
1776.....	762	55,050	2,318	..	1,421	365	73,226	..	13,668	..	12,569	..
1777.....	1,880	..	8,430	57,295	17	..	58	..	2,238	..	..	..
1778.....	372	..	16,192	20,449	56	7,537	..	..	1,074	..	..	..
1779.....	808	..	13,862	349,712	570	..	..	..	3,732	..	607	85
1780.....	92	..	15,532	490,602	37	..	..	..	708	236,941	2,251	91,898
1781.....	2,068	..	3,905	502,177	..	..	..	..	94,368	330,847	506	14,099
1782.....	..	..	7,090	180,242	..	..	..	..	14,182	69,743	6,804	340
1783.....	20,350	190,558	83,413	547,132	30,053	230,462	93,888	199,657	74,589	220,737	5,765	22,682

TOTAL Official Value of Exports to, and Imports from, Great Britain to the American Colonies during the following Years:—

YEARS.	Imports.		YEARS.	Exports.	
	£	£		£	£
1701.....	309,130	347,828	1709.....	1,531,515	1,664,974
1710.....	249,817	293,662	1770.....	1,015,535	1,925,575
1720.....	408,190	319,705	1771.....	1,339,845	4,202,474
1730.....	602,586	530,862	1772.....	1,258,518	3,012,638
1740.....	718,419	813,385	1773.....	1,309,232	1,979,417
1750.....	804,770	1,313,075	1774.....	1,373,848	2,590,440
1760.....	761,102	2,611,767	1775.....	1,921,253	196,163
1761.....	847,894	1,632,082	1776.....	103,967	58,415
1762.....	742,685	1,377,164	1777.....	12,619	57,295
1763.....	1,106,163	1,632,001	1778.....	17,094	33,986
1764.....	1,110,576	2,219,713	1779.....	19,579	349,787
1765.....	1,151,702	1,944,120	1780.....	18,560	825,431
1766.....	1,422,103	1,983,003	1781.....	90,847	847,883
1767.....	1,472,892	2,168,112	1782.....	28,076	256,325
1768.....	1,050,583	2,390,322	1783.....	313,998	1,435,229

TOTAL Number of British Ships and Seamen employed in the Trade between Great Britain and her Colonies on the Continent of America, in the Year 1771.

COLONIES.	Ships.		COLONIES.	Ships.	
	number.	Seamen.		number.	Seamen.
Hudson's Bay.....	..	130	Brought forward.....	508	22,088
Labrador (American vessels), 120	..	..	Pennsylvania.....	55	890
Newfoundland (2000 boats).....	380	20,660	Virginia and Maryland.....	380	3,960
Canada.....	34	408	North Carolina.....	24	408
Nova Scotia.....	6	72	South Carolina.....	140	1,680
New England.....	46	582	Georgia.....	24	240
Rhode Island, Connecticut, and	..	..	St. Augustine.....	2	24
New Hampshire.....	3	36	Pensacola.....	10	120
New York.....	30	330			
Carried forward.....	503	22,088	Total.....	1078	28,910

OFFICIAL Value of the Trade between Great Britain and the United States of America, in each Year from the Acknowledgment of their Independence to 1845, inclusive.*

Y E A R S.	Imports.	Exports.	Y E A R S.	Imports.	Exports.	Y E A R S.	Imports.	Exports.
1784.....	749,329	3,679,468	1805.....	1,766,556	7,146,785	1826.....	4,984,647	8,202,192
1785.....	893,595	2,308,023	1806.....	1,999,894	8,613,122	1827.....	7,597,247	8,637,917
1786.....	843,120	1,603,466	1807.....	2,847,522	7,021,120	1828.....	5,820,581	6,843,727
1787.....	893,638	2,014,112	1808.....	836,342	3,992,059	1829.....	6,102,142	5,983,351
1788.....	1,023,790	1,846,142	1809.....	2,205,331	5,187,613	1830.....	8,055,962	8,236,677
1789.....	1,050,199	3,525,239	1810.....	2,614,405	7,813,317	1831.....	8,570,342	12,666,173
1790.....	1,191,972	3,431,779	1811.....	2,309,416	1,431,820	1832.....	8,296,488	7,318,498
1791.....	1,194,233	4,325,448	1812.....	1,294,152	4,135,592	1833.....	8,816,088	11,007,785
1792.....	1,036,707	4,271,418	1813.....	Records destroyed by fire.		1834.....	10,276,028	9,769,856
1793.....	904,040	4,514,682	1814.....	22,651	7,303	1835.....	10,357,743	15,513,889
1794.....	625,734	3,859,871	1815.....	2,370,288	11,936,501	1836.....	10,537,407	15,116,800
1795.....	1,352,137	5,254,775	1816.....	2,346,224	7,801,062	1837.....	11,725,477	5,693,074
1796.....	2,080,971	6,054,238	1817.....	3,057,000	6,347,078	1838.....	15,309,770	10,323,403
1797.....	1,175,613	6,056,822	1818.....	3,426,832	8,383,437	1839.....	11,406,667	11,065,440
1798.....	1,782,720	5,549,370	1819.....	2,698,076	4,301,666	1840.....	18,062,638	7,585,000
1799.....	1,818,941	7,056,559	1820.....	3,651,342	3,920,262	1841.....	13,221,391	10,468,071
1800.....	2,357,924	6,848,508	1821.....	3,642,210	6,607,392	1842.....	15,181,342	5,067,372
1801.....	2,706,518	7,517,530	1822.....	1,020,749	7,368,064	1843.....	20,738,008	7,572,501
1802.....	1,923,504	5,239,400	1823.....	5,459,737	6,141,451	1844.....		
1803.....	1,914,098	5,272,811	1824.....	3,925,609	7,111,286	1845.....		
1804.....	1,651,467	6,398,426	1825.....	5,716,252	7,627,275			

STATEMENT exhibiting the Amount of all British, Foreign, and American Tonnage which entered the Ports of the United States, from 1789 to 1844.

Y E A R S ending 31st of December.	British.	Total Foreign.	Total American.	Y E A R S ending 31st of December.	British.	Total Foreign.	Total American.
	tons.	tons.	tons.		tons.	tons.	tons.
1789.....	94,410	160,654	127,329	1818.....	118,538	161,314	755,101
1790.....	216,914	250,746	355,079	1819.....	36,353	85,898	743,579
1791.....	210,618	240,448	365,854	1820.....	47,365	78,359	801,252
1792.....	206,065	244,278	414,679	1821.....	52,076	81,520	765,098
1793.....	100,180	163,566	447,754	1822.....	60,940	160,541	787,961
1794.....	37,058	82,974	525,619	1823.....	80,009	119,198	773,271
1795.....	27,007	56,832	589,277	1824.....	64,682	102,367	850,033
1796.....	19,669	46,846	675,046	1825.....	63,031	92,027	880,754
1797.....	33,168	72,757	608,078	1826.....	82,117	105,654	942,200
1798.....	40,773	87,760	522,215	1827.....	101,470	137,589	918,361
1799.....	54,087	107,583	626,495	1828.....	98,851	150,223	868,381
1800.....	71,689	121,403	682,871	1829.....	86,168	130,743	872,949
1801.....	111,593	157,270	845,302	1830.....	100,208	131,000	967,227
1802.....	104,473	145,519	787,301	1831.....	239,502	281,048	922,952
1803.....	104,336	163,714	787,424	1832.....	311,569	393,038	949,922
1804.....	73,500	122,141	821,062	1833.....	402,730	496,705	1,111,141
1805.....	65,408	87,842	922,098	1834.....	553,495	568,052	1,074,670
1806.....	69,350	91,084	1,044,008	1835.....	529,922	641,310	1,392,653
1807.....	64,727	80,780	1,089,876	1836.....	544,774	680,213	1,255,384
1808.....	34,551	47,074	525,130	1837.....	513,020	765,703	1,290,720
1809.....	71,808	99,205	603,931	1838.....	484,702	592,110	1,302,074
1810.....	52,286	80,316	906,434	1839.....	495,363	624,814	1,491,279
1811.....	16,647	33,302	948,247	1840.....	582,424	712,363	1,576,946
1812.....	1,196	47,098	667,999	1841.....	615,628	736,444	1,631,909
1813.....	90	113,827	237,348	1842.....	599,502	732,775	1,510,111
1814.....	568	48,301	59,026	1843.....	453,894	534,752	1,443,523
1815.....	145,304	217,413	700,500	1844.....	706,747	916,992	1,977,438
1816.....	212,426	259,142	877,462	1845.....			
1817.....	174,936	216,166	780,136				

* The official values at average prices computed at average prices in the year 1694 are absurdly erroneous: and have been merely returned by the customs, under the supposition that they form the best index as to the relative quantities exported from the United Kingdom. We have arranged the above table as an approximate view of the relative quantities exported to the United States of America.

STATEMENT made to Congress, by the American Government, of the Trade between the United States of America and the United Kingdom.

YEARS. ending 30th Sept.	N A V I G A T I O N.								C O M M E R C E.		
	T O N N A G E E M P L O Y E D.								I M P O R T S.		
	Inwards.				Outwards.						
	Ameri- can.	British.	Other Foreign.	TOTAL.	Ameri- can.	British.	Other Foreign.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	dollars.	dollars.	dollars.
1821.....	120,269	48,941	333	175,543	145,556	27,987	..	173,523	23,090,742	1,996,366	25,087,108
1822.....	135,075	59,553	243	194,871	171,390	37,364	..	208,754	30,706,433	4,939,854	34,806,287
1823.....	158,730	73,328	82	226,130	149,491	61,286	197	210,974	24,435,111	8,499,630	27,935,141
1824.....	180,147	84,404	297	264,848	163,841	49,907	..	213,748	25,654,800	2,433,511	28,088,317
1825.....	184,293	46,371	..	200,664	199,145	43,175	320	242,640	34,663,192	2,050,084	36,713,246
1826.....	192,382	49,755	251	242,388	164,741	45,952	..	210,693	23,529,197	2,602,772	26,131,969
1827.....	199,867	80,845	503	281,305	218,519	73,116	..	291,635	27,720,649	2,366,464	30,287,113
1828.....	154,330	99,642	191	254,172	132,408	87,324	..	229,732	28,683,118	4,128,092	32,811,210
1829.....	177,595	76,961	143	254,699	187,285	70,923	..	258,208	22,402,365	2,877,124	25,279,489
1830.....	211,250	80,756	108	292,114	204,221	68,868	..	273,087	21,502,162	3,017,052	24,519,214
1831.....	233,407	102,352	..	335,759	249,495	94,643	226	344,364	40,261,033	3,832,684	44,093,717
1832.....	196,428	141,165	401	338,394	193,302	104,851	1174	299,327	32,343,935	4,377,804	36,921,790

C O M M E R C E—continued.

YEARS ending 30th Sept.	E X P O R T S.								
	American Produce and Manu- factures.			Foreign Produce and Manu- factures.			TOTAL.		
	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.	In American Vessels.	In Foreign Vessels.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	15,058,992	3,375,142	18,634,134	2,058,116	85,230	2,143,346	17,117,108	3,660,372	20,777,480
1822.....	18,046,138	4,771,998	23,458,136	901,236	138,575	1,040,211	19,587,374	4,910,973	24,498,347
1823.....	14,309,766	5,536,981	20,846,747	582,221	444,001	1,026,222	14,885,997	6,990,932	21,866,939
1824.....	14,849,622	6,478,970	20,328,592	637,376	644,211	1,281,587	15,496,998	6,123,181	21,620,179
1825.....	28,693,172	6,330,204	35,123,366	559,897	1,499,705	2,059,602	29,253,069	7,829,999	37,083,068
1826.....	18,971,023	4,441,103	20,412,216	965,098	613,561	1,578,659	16,936,121	5,055,754	21,991,875
1827.....	18,838,063	6,649,645	25,487,710	313,860	590,736	904,596	19,151,925	7,240,381	26,392,306
1828.....	12,829,817	7,261,834	20,091,671	2,370,533	598,465	2,969,998	15,200,350	7,860,319	23,060,669
1829.....	16,147,537	6,356,440	22,504,377	967,922	819,394	1,787,316	17,115,859	7,175,834	24,291,693
1830.....	19,602,639	5,897,259	25,499,918	273,743	555,691	829,434	19,476,402	6,432,950	26,329,352
1831.....	22,666,742	7,949,771	30,616,513	1,708,328	574,678	2,273,006	24,465,070	8,524,449	32,989,519
1832.....	18,188,869	9,726,710	27,914,579	1,902,385	597,731	2,500,116	20,001,254	10,723,341	30,814,095

A STATEMENT of the Quantities and declared Value of the principal Articles of British and Irish Produce and Manufactures Exported to the United States of America, in each of the Ten Years from 1827 to 1832.

ARTICLES.	1827		1828		1829	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	number.	£	number.	£	number.	£
Apparel, slops, and haberdashery.....value	..	182,061	..	138,390	..	96,020
Brass and copper manufactures.....cwt.	24,884	134,378	12,892	68,838	12,077	60,540
Coals, culm, and cinders.....tons	32,058	19,256	28,554	15,422	31,631	19,584
Cotton manufactures.....yards	32,856,809	2,257,955	36,200,427	1,612,466	22,552,062	1,346,623
— Hosiery, lace, and small wares.....value	..	269,075	..	185,021	..	135,234
— Twist and yarn.....lbs.	8,914	1,547	100,285	6,515	30,182	1,928
Karthenware.....pieces	14,008,708	180,113	16,584,611	240,736	14,755,462	196,690
Glass.....cwt.	60,490	138,264	37,472	90,821	22,995	65,810
Hardware and cutlery.....do.	142,372	753,299	124,569	704,679	122,009	669,871
Iron and steel, wrought and un- wrought.....tons	14,739	156,802	16,458	175,400	11,333	110,829
Lead and shot.....do.	1,380	24,733	1,456	25,388	112	1,469
Leather, wrought and unwrought.....lbs.	179,067	32,453	156,489	29,622	168,711	26,336
Linen manufactures.....yards	18,789,906	735,676	17,832,424	645,978	18,367,399	629,477
— Thread, tapes, and small wares.....value	..	27,037	..	24,800	..	20,821
Plate, jewellery, and watches.....do.	..	85,207	..	36,831	..	31,720
Silk manufactures.....bushels	3,027,838	48,784	2,440,870	41,980	3,515,924	61,137
Tin and pewter wares and tin plates.....do.	..	67,111	..	46,587	..	58,066
Wool, sheep's.....lbs.	..	120,164	..	111,189	..	397
Woolen and worsted yarn.....do.	..	..	218,501	5,166	900	..
Manufactures.....pieces	424,565	1,227,542	343,657	1,014,966	307,786	815,642
Small wares.....yards	3,095,973	268,781	2,718,358	213,475	1,601,519	139,869
Total declared value of British and Irish produce and manufactures ex- ported.....	..	71,537	..	82,729	..	34,703
		7,018,272		5,810,315		4,823,415

YEARS.	Tin and Pewter Wares, Tin Unwrought, and Tin Plates.	Woollen Manufactures, including Woollen Yarn.	Other British and Irish Goods.	TOTAL.			
				United States.	British West Indies.	British North America.	East India Territories and Ceylon.
	£	£	£	£	£	£	£
1833	141,259	2,289,883	689,772	7,579,699	2,139,808	2,075,725	2,969,123
1834	168,840	1,755,030	630,456	6,844,080	2,507,580	2,092,550	2,864,724
1835	103,901	2,657,230	857,078	10,508,455	2,680,024	1,671,009	2,576,229
1836	246,378	3,109,198	1,025,839	12,425,605	3,187,510	2,159,158	3,192,092
1837	139,808	1,062,938	604,686	4,695,225	3,746,453	2,732,291	4,283,829
1838	241,296	1,887,177	773,261	7,585,760	3,393,441	1,992,457	3,876,196
1839	200,505	2,178,645	953,809	8,839,204	3,086,598	3,047,671	4,748,106
1840	174,033	1,677,828	576,908	5,233,020	3,581,970	2,847,913	6,023,607
1841	223,809	1,549,926	592,318	7,698,642	2,504,004	2,947,061	5,995,000
1842	111,451	892,335	422,494	3,528,807	2,591,325	2,333,725	5,169,888
1843	171,890	1,864,470	433,638	5,613,504	2,882,441	1,751,211	6,404,819
1844	361,756	2,162,748	692,168	7,938,079	2,457,477	3,070,861	7,695,666
1845							

QUANTITIES of the Principal Articles Imported into the United Kingdom from the United States of America, and of the same Articles Entered for Home Consumption.

YEARS.	H A R K, For Tanners' or Dyers' Use.		BEEF, SALTED.		B U T T E R.		C H E E S E.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
1833	18,459	14,412	809	100	1	1	9	9
1834	12,704	13,405	55	16	6	....	2	2
1835	24,410	23,726	11	11	....	....	6	6
1836	22,999	18,887	6	4	1	10	....	....
1837	22,431	18,683	2	2	1	1	1	1
1838	24,437	20,366	14	14	....	....	2	2
1839	41,704	33,995	37	37	11	11	....	....
1840	37,776	30,073	77	17	754	137	....	....
1841	60,014	31,487	22,429	258	10,159	2206	15,038	8,339
1842	27,648	21,353	7,026	2408	3,769	141	14,097	13,913
1843	11,064	18,108	31,026	528	....	....	42,312	38,033
1844	20,779	29,579	76,660	467	....	....	1,115	55,414
1845								

YEARS.	C O R N : viz. :				H A M S.		HIDES, UNTANNED (Including Calf and Kip).	
	W H E A T.		W H E A T FLOUR.		Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.				
	quarters.	quarters.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
1833	....	....	35,659	577	70	51	25,760	24,595
1834	....	....	34,075	59	20	20	25,311	21,846
1835	....	....	6,809	222	32	31	8,270	8,478
1836	....	....	1,183	133	28	28	18,332	16,399
1837	....	....	130	212	18	19	22,644	20,903
1838	355	2,018	19,551	87,600	23	22	12,299	12,627
1839	3,766	1,105	432,742	299,681	29	20	4,587	3,975
1840	73,755	58,326	984,467	875,068	65	34	5,872	5,822
1841	10,553	27,087	359,745	311,490	291	48	1,699	1,765
1842	16,111	16,056	381,060	333,285	1133	695	7,248	6,171
1843	....	....	91,317	16,621	....	....	14,578	10,739
1844	2,421	2,421	292,003	20,122	....	....	26,781	27,150
1845								

YEARS.	SKINS AND FURS; viz.:							
	FOX.		MARTEN.		MINK.		MUSQUASH.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	number.	number.	number.	number.	number.	number.	number.	number.
1833.....	61,497	11,083	40,777	44,082	95,749	33,493	13,380	98,366
1834.....	47,943	7,183	32,604	40,755	96,124	40,693	125,352	62,175
1835.....	59,704	3,140	47,253	34,834	82,950	41,000	23,232	24,487
1836.....	40,263	6,915	25,934	31,051	93,329	42,557	192,125	59,046
1837.....	52,118	3,663	33,781	26,473	72,697	33,680	339,148	56,066
1838.....	47,504	3,293	20,455	24,637	64,904	34,094	268,370	385,549
1839.....	44,839	1,337	26,721	12,805	82,211	26,303	211,156	191,078
1840.....	39,970	550	20,107	22,387	88,579	23,386	138,398	228,613
1841.....	71,335	1,366	40,998	32,698	109,257	52,218	191,944	127,819
1842.....	31,385	2,220	16,808	30,046	73,197	79,315	300,976	358,003
1843.....	51,670	2,048	25,144	20,384	94,773	66,695	288,036	108,618
1844.....	49,560	407	18,992	21,189	151,300	70,739	223,232	165,691
1845.....								

YEARS.	SKINS AND FURS; viz.:				TALLOW.	
	RACCOON.		SEAL.			
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	number.	number.	number.	number.	cwts.	cwts.
1833.....	228,902	601	103,193	102,759		
1834.....	206,116	7,350	1,241	1,186	2,084	2,163
1835.....	296,914	73	2,081	354		
1836.....	231,175	388	7,151	2,431		
1837.....	183,034	778	9,574	10,990		
1838.....	282,409	694	47,501	4,722		
1839.....	253,007	817	11,542	5,034	827	827
1840.....	492,339	467	2,041	13,211	896	
1841.....	507,785	1,076	8,178	8,178	3,870	4,766
1842.....	175,525	40,318	24,112	2,844	1,208	1,208
1843.....	375,903	60,510	68,287	34,399	28,040	26,864
1844.....	362,265	9,366	....	450	46,503	43,980
1845.....					52,798	54,567

YEARS.	TAR.		TIMBER, viz.:					
			STAVES.				FIR, OAK, &c. 8 Inches Square, and upwards.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	lasts.	lasts.	gt. hhd. loads.	gt. hhd. loads.	loads.	loads.	loads.	loads.
1833.....	1221	1273	553 0	4 0	485	638		
1834.....	1727	1760	1778 0	0 0	158	180		
1835.....	1258	1284	2961 0	14 0	263	263		
1836.....	1467	1563	1877 0	3 0	537	537		
1837.....	1251	1268	75 0	247 0	468	414		
1838.....	870	879	1156 0	5 0	4	58		
1839.....	1000	1058	674 0	1 0	112	110		
1840.....	1243	1275	677 0	0 0	2282	2282		
1841.....	2273	2344	705 0	0 0	2905	2914		
1842.....	1561	1569	747 and 125	17 and 20	1632	690		
1843.....	1600	1733	.. 810	.. 116	6374	4025		
1844.....	873	893	.. 208	.. 180	1050	3955		
1845.....								

YEARS.	TOBACCO (Unmanufactured).		TOBACCO (Manufactured or Cigars).		TURPENTINE.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	lbs.	lbs.	lbs.	lbs.	cwts.	cwts.
1833.....	20,748,317	20,293,504	219,576	12,694	322,486	326,373
1834.....	37,804,871	20,840,081	635,916	14,610	300,337	332,457
1835.....	21,935,419	21,636,661	177,724	10,281	293,237	300,906
1836.....	61,268,756	21,925,201	73,609	7,386	370,363	341,322
1837.....	26,353,973	22,092,269	409,566	23,692	417,326	402,807
1838.....	29,106,763	22,614,487	939,663	7,437	429,811	352,732
1839.....	33,872,316	22,201,617	931,861	7,893	318,431	381,091
1840.....	31,628,886	22,163,551	1,163,832	7,771	349,136	382,014
1841.....	42,132,969	21,260,407	1,435,898	7,137	361,622	338,916
1842.....	38,618,012	21,222,483	281,172	7,031	408,330	452,428
1843.....	41,038,597	21,891,764	624,101	6,380	473,163	473,577
1844.....	32,812,549	23,298,563	615,963	3,698	452,195	460,550
1845.....						

YEARS.	WAX, BEES'.		WOOL, COTTON.		WOOL, SHEEP'S.	
	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.	Imported.	Entered for Home Consumption.
	cwts.	cwts.	lbs.	lbs.	lbs.	lbs.
1833.....	322	128	237,506,758	237,964,159	334,678	362,671
1834.....	71	71	269,293,075	261,233,506	2,048,309	1,183,584
1835.....	351	37	284,455,812	269,653,949	237,306	282,173
1836.....	152	64	289,615,692	287,346,721	632,890	235,298
1837.....	169	55	320,031,716	309,027,306	237,380	238,753
1838.....	344	216	431,137,888	389,579,131	57,785	296,713
1839.....	386	359	311,597,798	286,123,450	149,163	40,605
1840.....	381	326	487,856,504	452,999,122	118,795	235,967
1841.....	459	472	358,240,964	353,353,509	58,791	42,500
1842.....	1094	619	414,030,779	386,107,190	561,028	287,626
1843.....	2362	1669	574,026,510	569,475,209	126,615	212,577
1844.....	1664	1634	517,218,622	454,967,749	29,355	155,565
1845.....						

AN ACCOUNT of the Number of British Ships, and their Tonnage, entered from the United States in the Ports of the United Kingdom, in each Year during the Fourteen Years, ending the 5th day of January, 1845; also, a similar Return of the Number cleared Outwards for the United States.

YEARS.	AMERICAN SHIPS.				BRITISH SHIPS.			
	ENTERED.		CLEARED.		CLEARED.		ENTERED.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
	number.	tons.	number.	tons.	number.	tons.	number.	tons.
1832.....	639	229,869	651	231,280	358	114,200	289	91,747
1833.....	432	167,359	471	176,771	468	147,902	284	95,203
1834.....	443	181,874	447	180,260	475	158,487	265	89,923
1835.....	492	204,529	546	220,913	387	133,754	281	94,658
1836.....	542	286,393	601	251,021	334	119,903	227	82,453
1837.....	624	226,483	579	255,046	330	128,858	226	80,383
1838.....	602	275,813	624	284,848	269	110,476	209	81,028
1839.....	784	357,467	830	373,810	235	109,551	194	83,203
1840.....	568	282,005	580	292,334	208	134,722	195	92,482
1841.....	667	426,867	839	409,930	360	180,041	275	138,201
1842.....	324	204,170	580	313,390	318	155,597	267	121,777
1843.....	554	319,584	616	340,332	355	196,745	281	152,333
1844.....	715	369,100	717	396,327	419	240,026	352	200,781
1845.....	575	338,737	621	355,344	428	238,889	373	206,163

NUMBER and Tonnage of Vessels employed in the Foreign Trade of the United Kingdom, during the Year ending 5th of January, 1843, exclusively of Vessels in ballast.

NATIONS.	ENTERED INWARDS.		CLEARED OUTWARDS.		NATIONS.	ENTERED INWARDS.		CLEARED OUTWARDS.	
	Ships.		Tons.			Ships.		Tons.	
	No.	No.	No.	No.		No.	No.	No.	No.
United Kingdom and its dependencies.....	13,823	2,680,838	15,198	2,735,073	Brought forward.....	17,990	3,228,911	19,317	3,222,304
Russian.....	226	65,219	127	38,269	France.....	801	39,256	1,250	93,533
Sweden.....	207	32,232	198	27,054	Spain.....	79	11,331	66	9,089
Norway.....	679	107,429	264	39,929	Portugal.....	31	3,544	27	3,217
Denmark.....	756	54,006	1,092	87,457	Italian States.....	182	43,732	159	38,016
Prussia.....	711	138,431	605	108,917	Other European States.....	6	1,727	3	944
Other German States.....	863	74,338	967	91,752	United States of Ame- rica.....	571	325,814	576	323,329
Holland.....	481	40,509	512	49,735	Other States in America Africa, or Asia.....	0	1,301	5	1,492
Belgium.....	256	35,819	354	53,118					
Carried forward....	17,990	3,228,911	19,317	3,222,304	Total.....	19,075	3,655,606	21,403	3,691,664

AVERAGE Annual Number of Ships, and their Tonnage, which entered and cleared the Ports of the United Kingdom, from and to the East India Company's Territories and Ceylon, British West Indies, and British North America, in the six Years from 1831 to 1836, inclusive, and from 1837 to 1842, inclusive.

YEARS.	COUNTRIES.	INWARDS.		OUTWARDS.	
		Ships.	Tons.	Ships.	Tons.
1831-36	East India Company's Territories and Ceylon.....	number.	number.	number.	number.
1837-42	British West Indies.....	188	79,204	202	88,920
1831-36	British North America.....	329	149,064	232	156,141
1837-42	British North America.....	889	241,016	873	239,154
1831-36	British North America.....	761	201,178	868	233,663
1837-42	British North America.....	1,939	545,632	1862	506,195
1831-36	British North America.....	2,890	699,608	1777	582,672

THE following Table of the Annual Exports from Great Britain, exhibits the Proportion sent in each Year, at different Periods, to the United States.

ARTICLES.	1836	1837	1838	1840	1841	1842	1843	1844
	£	£	£	£	£	£	£	£
Apparel to all countries.....	1,292,379	950,951	1,332,127	1,208,687	1,217,073	1,343,270	1,331,225	1,489,669
" to United States.....	251,209	75,205	180,019	109,341	137,088	83,603	142,809	229,871
Beer.....	270,919	273,124	384,324	412,222	360,420	313,740	383,131	437,374
" to United States.....	18,691	10,540	20,528	11,070	10,329	6,269	9,693	9,693
Brass manufactures.....	1,092,344	1,166,277	1,240,506	1,150,464	1,523,711	1,810,742	1,644,248	1,736,295
" to United States.....	270,028	115,782	129,220	107,473	104,153	80,932	132,470	197,280
Coal, &c.....	332,861	431,515	512,609	576,519	675,287	734,000	690,424	670,084
" to United States.....	17,080	29,252	27,949	10,013	25,651	29,633	10,772	10,772
Cotton manufactures.....	17,183,167	12,727,989	10,378,445	16,302,220	11,985,810	12,887,220	15,158,464	18,811,438
" to United States.....	2,115,061	594,822	1,114,749	808,169	1,188,992	358,573	602,119	1,052,908
Cotton twist.....	6,120,366	6,955,942	6,858,193	7,101,308	7,266,968	7,771,464	7,198,071	6,988,184
" to United States.....	14,733	13,359	7,760	13,361	27,552	2,892	4,845	4,845
Earthenware.....	837,714	563,238	771,173	573,184	600,759	535,130	629,148	766,764
" to United States.....	495,512	212,632	400,164	179,933	225,479	108,873	191,132	348,928
Glass.....	536,001	467,307	557,315	404,471	400,168	298,139	320,460	388,656
" to United States.....	96,115	68,614	51,980	23,192	20,046	11,305	11,817	11,817
Hardware.....	2,271,313	1,460,807	1,828,521	1,310,137	1,623,991	1,308,487	1,715,519	2,178,784
" to United States.....	1,318,412	571,870	849,610	334,065	584,400	98,881	418,311	827,084
Iron and Steel.....	2,342,674	2,009,259	2,719,824	2,521,859	2,719,278	1,577,717	2,590,933	3,188,439
" to United States.....	912,387	489,309	801,198	355,531	626,532	394,851	323,698	606,937
Leather.....	322,546	255,818	382,995	320,912	332,573	321,007	372,490	364,708
" to United States.....	2,551	10,794	38,851	18,875	20,178	13,287	9,103	9,103
Linens.....	3,326,325	2,127,145	3,414,967	3,306,988	3,200,407	2,217,373	2,615,366	3,010,479
" to United States.....	1,687,877	584,597	1,264,008	975,566	1,169,584	436,310	670,659	938,392
Machinery.....	302,052	493,468	683,285	593,064	551,361	551,053	713,474	776,255
" to United States.....	21,081	13,802	7,185	13,150	6,666	3,553	8,988	8,988
Plated ware.....	338,880	258,076	274,305	204,127	211,126	201,511	172,008	269,650
" to United States.....	162,872	74,680	88,964	34,021	31,092	17,158	14,532	14,532
Silk goods.....	917,822	503,673	808,118	792,648	788,804	590,189	667,832	736,465
" to United States.....	524,361	109,629	410,093	274,150	306,757	81,344	104,233	189,098
Salt.....	173,993	198,021	218,907	218,479	175,615	201,311	213,746	218,065
" to United States.....	58,321	77,161	67,512	89,828	54,201	8,414	91,828	91,828
Tinware.....	367,951	371,848	372,026	360,810	350,021	363,685	427,094	506,561
" to United States.....	245,964	138,084	197,834	108,968	127,320	142,094	170,287	301,756
Woolen yarn.....	358,090	333,098	423,320	452,557	552,148	637,305	742,888	958,217
" to United States.....	26,553	17,659	36,293	8,107	27,046	16,798	..	..
Woolen goods.....	7,638,334	4,665,977	7,271,645	5,327,853	4,821,820	4,299,526	6,789,943	8,204,836
" to United States.....	3,173,645	1,045,279	2,142,352	1,069,721	1,214,844	680,836	21,095	2,462,718
Total exported to all countries.....	53,293,979	42,070,744	53,253,580	61,406,130	61,634,623	47,381,023	52,778,449	68,584,292
Total to United States.....	12,425,605	4,695,223	8,839,204	5,283,610	7,098,642	3,928,807	5,013,504	7,938,079

The following table exhibits a comparative view of the quantity of cottons, linens, woollens, worsteds, and blankets, exported from Liverpool to New York, Philadelphia, Boston, and Baltimore, in the first nine (or principal exporting) months of the last eight years; that is, from 1836 to 1843 inclusive.

EXPORTS from Liverpool to the United States—January 1, to September 30.

YEARS.	New York.	Philadelphia.	Baltimore.	Boston.	TOTAL.	YEARS.	New York.	Philadelphia.	Baltimore.	Boston.	TOTAL.
	packgs.	packgs.	packgs.	packgs.	packgs.		packgs.	packgs.	packgs.	packgs.	packgs.
COTTONS.						WOOLLENS.					
1836.....	22,706	3098	967	3038	30,429	1836.....	17,184	4168	1635	1924	24,911
1837.....	8,930	681	821	1081	11,163	1837.....	6,458	1517	514	189	8,678
1838.....	10,926	2006	948	749	14,629	1838.....	8,723	1540	1022	584	11,869
1839.....	15,593	4004	836	1729	22,162	1839.....	14,231	2739	1571	847	19,388
1840.....	7,924	1781	698	847	11,350	1840.....	4,836	909	676	488	6,969
1841.....	13,110	2032	525	2137	18,405	1841.....	8,556	1580	620	862	11,624
1842.....	9,009	1865	147	1844	12,365	1842.....	7,000	714	255	876	9,443
1843.....	6,306	935	230	2350	9,821	1843.....	9,378	1194	646	1293	12,511
LINENS.						WORSTEDS.					
1836.....	12,361	1854	671	1099	15,985	1836.....	5906	402	210	1006	8,133
1837.....	4,359	594	431	489	5,863	1837.....	3232	681	157	327	4,397
1838.....	7,585	1411	400	629	10,025	1838.....	4924	598	93	236	5,851
1839.....	10,638	3121	605	1084	15,608	1839.....	5497	1170	128	601	7,466
1840.....	6,605	1504	404	788	9,451	1840.....	2890	272	63	394	3,619
1841.....	12,383	2618	378	1504	16,883	1841.....	4740	809	87	1241	6,937
1842.....	7,156	1357	146	924	9,583	1842.....	3670	477	..	953	5,100
1843.....	8,615	852	349	1154	10,970	1843.....	3853	573	16	1480	5,952

EXPORTS from Liverpool to the United States (*continued*).

YEARS.	New York.	Philadelphia.	Baltimore.	Boston.	TOTAL	
	packgs.	packgs.	packgs.	packgs.	packgs.	number.
BLANKETS.						
1836.....	3462	817	153	298	5130	84,588
1837.....	2039	241	123	71	2477	32,578
1838.....	1341	142	77	85	1645	44,010
1839.....	2901	452	95	234	3732	68,256
1840.....	834	172	69	98	1173	32,462
1841.....	1548	370	127	172	2226	56,075
1842.....	1568	41	..	155	1784	38,275
1843.....	1007	174	46	136	1363	41,187

Value of foreign imports into the port of New York during the year 1844, viz.: free merchandise, 9,716,588 dollars; specie and bullion free, 1,111,364 dollars; dutiable merchandises, 64,921,263 dollars;—duty paid on the latter, 21,457,830 dollars.—Total value of imports, 75,748,720 dollars.

CHAPTER XXV.

NAVIGATION AND TRADE BETWEEN THE UNITED STATES AND BRITISH POSSESSIONS IN NORTH AMERICA AND THE WEST INDIES.

THE commercial intercourse between the colonies now forming the Atlantic States of America, and the British colonies in the West Indies, was of great value before the declaration of independence.

On the termination of peace this trade might have increased to the reciprocal advantage of the United States and of the British colonies, if the wise policy brought forward by Mr. Pitt, in 1783, had not been thwarted by Lord Sheffield and others, and if the most illiberal orders in council had not been, instead, pro-

mulgated; and which nearly paralysed this trade until somewhat more liberal measures were brought forward in 1830, and legalised in 1831. In respect to the American trade with the West Indies, the ports of the latter were open to United States vessels on the payment of differential duties, from 1795 to 1807.

Incalculably great would have been the navigation and trade, and the consequent bonds of material and peaceful interests, if the maritime and trading intercourse of Great Britain and Ireland, with the whole of Anglo-America, including the United States, British North America, and the British West Indies, had been established upon the free basis of a *general coasting trade*.

From 1795 to 1801, the exports from the United States to the West Indies, and the imports from the latter to the former, were as follow :—

Y E A R S.	Exports.	Imports	Y E A R S.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795.....	2,634,664	6,426,091	1799.....	6,285,254	6,083,372
1796.....	5,446,559	6,301,531	1800.....	6,404,785	5,774,411
1797.....	2,147,025	3,015,915	1801.....	9,699,722	6,968,032
1798.....	4,283,910	2,925,739			

During the years 1802, 1803, and 1804, the value of the exports and imports, according to an estimate made by the secretary of the Treasury, was—

Y E A R S.	Exports.	Imports.
	dollars.	dollars.
1802..	6,228,461	4,486,800
1803..	5,624,647	4,402,861
1804..	6,315,667	4,739,186

The Average Annual Trade of the United States, for Three Years, according to the same authority, was as follows :—

I.—*With the dominions of Great Britain in Europe (Gibraltar excepted).*

The annual exports were estimated at about 15,690,000 dollars, viz.:—

Domestic produce.	dollars.	dollars.
Cotton	5,640,000	
Tobacco	3,220,000	
Provisions.....	2,160,090	
Lumber, naval stores, and pot ashes	1,510,000	
All other articles of domestic produce.....	900,000	
		13,430,000
Foreign merchandise		2,260,000
		15,690,000

The annual imports, at 27,400,000 dollars, viz.:—

In merchandise paying duties on its value, embracing, with inconsiderable exceptions, all the woollen, cotton, linen, silk, metal, glass, and paper manufactures	26,060,000
All the articles paying specific duties, and consisting principally of salt, steel, lead, nails, and porter	1,340,000
	27,400,000

II.—*With the British East Indies.*

Annual exports, viz.:—	dollars.
Domestic produce	47,000
Foreign do.	83,000
	130,000

Imports, 3,530,000 dollars, viz.:—

	dollars.
In merchandise, paying <i>ad valorem</i> duties, and consisting, principally, of white cottons	2,950,000
In all other articles, consisting, principally, of sugar, pepper, and cotton	580,000
	<hr/> 3,530,000

III.—*With the Northern British Colonies in America.*

The annual exports amount to 1,000,000 dollars, and consist of the following articles, viz.:—

Domestic produce.	dollars.	dollars.
Provisions and live stock	530,000	
Lumber, naval stores, and pot ashes	90,000	
Skins and furs	160,000	
All other articles	60,000	
	<hr/> 840,000	
Foreign merchandise		160,000
		<hr/> 1,000,000

The annual imports amount to 540,000 dollars, viz.:—

In goods paying <i>ad valorem</i> duties, and consisting principally of merchandize for the Indian trade, and of fish	480,000
All articles paying specific duties	60,000
	<hr/> 540,000*

IV.—*With the British West Indies.*

The exports consisted of the following articles, viz.:—

Provisions and live stock	4,720,000
Lumber	990,000
All other articles	340,000
	<hr/> 6,050,000

And the imports as follows, viz.:—

Spirits	2,460,000
Sugar and coffee	1,480,000
All other articles	650,000
	<hr/> 4,590,000

Importations from all Parts of the World.

The annual value of imports, calculated on an average of three years..... 75,316,000

Of which the value imported from the dominions of Great Britain amounts to..... 35,970,000

And that imported from all other countries, as follows, viz.:—

From the northern powers, Prussia and Germany	7,094,000
From the dominions of Holland, France, Spain, and Italy	25,475,000
From the dominions of Portugal	1,083,000
From China, and other native powers of Asia	4,856,000
From all other countries, including some articles not particularly discriminated	838,000
	<hr/> 39,346,000

75,316,000

The value of the several species of merchandize thus imported was arranged as follows, viz.:—

1st. Articles (principally imported from the dominions of Great Britain), viz.:—

Merchandise paying duties on its value	39,489,000
Salt, nails, lead, steel, beer, cheese, shoes, and boots	1,917,000
Rum	3,881,000
	<hr/> 45,287,000

Of which were imported from the dominions of Great Britain... 33,461,000

And from all other countries

45,287,000

* Not including Plaster of Paris.

2nd. Articles principally imported from other countries, viz. :—		dollars.
Coffee		8,373,000
Sugar		7,794,000
Molasses		1,930,000
Cotton, indigo, pepper, and pimento		2,257,000
Hemp, soap, candles, and all other articles (wines, teas, gin, and brandy excepted)		1,600,000
		21,954,000
Of which were imported from the dominions of Great Britain...	2,476,000	
And from all other countries	19,478,000	
		21,954,000
3rd. Articles only incidentally imported from Great Britain, viz. :—		
Brandy and Geneva		2,753,000
Wines		2,962,000
Teas		2,360,000
		8,075,009
Of which were the produce of British dominions		33,000
Of all other countries		8,042,000

According to Mr. Pitkin—

"In the years 1805, 1806, and 1807, the value of the intercourse was nearly the same as in the three preceding years. The value of the exports, while the ports of these islands were open to American vessels, generally exceeded that of the imports; and as the value of the former was then estimated at the place of exportation, and of the latter at the place of importation, the real difference greatly exceeded that shown by the custom-house books.

"Most of the exports consisted of bulky articles, and the amount of freight and insurance, on some of them, particularly lumber and live-stock, was about equal to the first cost; and the amount of freight and charges of the imports, formed no inconsiderable part of their value, at the place of importation. As American vessels were at that time principally employed in this trade, the profits arising from these sources were chiefly confined to the American merchant and ship-owner. Prior to 1808, a great proportion of American lumber went to these islands. The average quantity of boards and plank, in the years of 1805, 1806, and 1807, was about 40,000,000. In 1802, 1803, and 1804, the value of flour, bread, and biscuit, was about 2,000,000 dollars—of lumber, about 1,000,000 dollars—of beef, pork, bacon, and lard, about 800,000 dollars—and of Indian corn, rye, and Indian meal, about 600,000 dollars. The quantity of rum received in return during the same period, was about 4,000,000 gallons annually, valued at about 2,500,000 dollars."—*Pitkin*.

OFFICIAL Value of Imports and Exports of the United States with the British North American and West Indian Possessions, and all parts of the World, for 1830 and 1840.

C O U N T R I E S.	I M P O R T S.		E X P O R T S.	
	1830	1840	1830	1840
	dollars.	dollars.	dollars.	dollars.
Great Britain	24,519,214	33,737,699	26,329,350	59,317,362
British American Colonies	680,303	2,007,767	786,373	6,093,250
British West Indies	168,579	1,048,165	1,901	2,967,584
All parts of the world	70,876,920	107,141,519	7,849,508	132,085,046

"During the period that the British West Indian ports were closed against American vessels, an active and profitable trade was carried on by the latter, through neutral ports, with the former.

"The aggregate trade with the British American colonies increased, in the ten years from 1830, from 4,436,676 dollars to 8,601,017 dollars, nearly 100 per cent. The tonnage in that trade increased as follows :—

TONNAGE engaged in the Trade between the United States and the North American Colonies, showing the Increase from 1820.

Y E A R S.	E N T E R E D.		C L E A R E D.	
	American.	Foreign.	American.	Foreign.
	tons.	tons.	tons.	tons.
1820	110,881	405	112,323	3,169
1830	130,527	4,002	117,171	14,267
1840	373,149	387,947	357,073	401,805
Increase from 1830	242,622	383,945	239,902	387,538

VALUE of the Imports and Exports of the United States with the British North American Colonies, distinguishing the Tonnage.

YEARS.	IMPORTS.			EXPORTS.		
	American Vessels.	Foreign Vessels.	TOTAL.	American Vessels.	Foreign Vessels.	TOTAL.
1834.....	dollars. 1,103,956	dollars. 444,774	dollars. 1,548,733	dollars. 2,448,356	dollars. 1,126,914	dollars. 3,575,270
1840.....	1,431,264	376,503	2,007,767	4,191,649	1,908,352	6,100,005
Increase....	327,308	131,729	459,034	1,743,293	781,438	2,564,729

"The increase of 387,945 foreign tons entered the United States, from 1830 to 1841, was merely nominal, the increased value of business in those tons being but 131,729 dollars. This nominal increase in British colonial tonnage forms sixty per cent of the aggregate increase of foreign tonnage in the whole United States, and deducted therefrom, gives an actual increase of foreign trading tonnage of 220,299 tons, against an increase in the same period of 664,682 in American tonnage. Again, it appears that the aggregate business between the United States, the British West Indies, and American colonies, increased, from 1821 to 1830, 1,936,181 dollars, and in the subsequent ten years, 3,563,311 dollars. Hence it appears that the proclamation issued by General Jackson, by removing restrictions on the trade of the colonies, increased the commerce 1,600,000 dollars per annum, sixty-five per cent of which was enjoyed by American vessels. This does not appear to be an evil so great in its influence upon the whole country as to warrant the return to the prohibitory system previously in operation."—*Hunt's Mercantile Miscellanies*.

A contraband trade between the United States and the British colonies, especially with the North American colonies, is known to be carried on to a very great extent.

STATEMENT of the Tonnage of American Vessels employed in the Trade with the British Possessions, which Entered Inwards and Cleared Outwards, at the Ports of the United States, during the Years 1821, 1831, 1835, and 1841.

COUNTRIES.	INWARDS.				OUTWARDS.			
	1821	1831	1835	1841	1821	1831	1835	1841
	tons	tons	tons	tons	tons	tons	tons	tons
Gibraltar.....	11,231	3,509	2,871	2,377	20,954	11,703	15,192	17,908
British ports in Africa, Cape of Good Hope, &c.....	376	929	440	513	200	1,012	887	958
" East Indies.....	4,548	5,342	6,503	6,408	3,027	6,481	10,389	12,647
" West Indies.....	32,631	38,046	44,991	68,412	22,053	40,022	63,477	91,587
" North American colonies.....	110,821	92,672	363,852	408,755	112,223	79,361	368,532	404,472
Newfoundland and British fisheries.....	448	275	..	..	501	277	..	..
Other British colonies not specified.....	796	248	..	1,850	871	434	..	..

OFFICIAL Statistical View of the Tonnage of American and Foreign Vessels, arriving from, and departing to, each British Possession, during the Year ending the 30th of September, 1842; the Nine Months ending the 30th of June, 1843; and the Year ending the 30th of June, 1844.

COUNTRIES.	1842				1843				1844			
	AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Gibraltar.....	3,297	12,115	..	1,758	221	982	12,581	2,197	4,030	13,873	2,413	2,573
Malta.....	521	756	..	..	1,942	6,941	308	1,568	396	611	410	..
British East Indies.....	10,099	9,079	285	1,129	378	214	..	..	7,140	10,479	..	..
Mauritius.....	..	505	302	..	5,651	5,415	..	..	..	983	459	..
Australia.....	1,205	1,787	..	..	299	590	..	..	986	415	..	..
Cape of Good Hope.....	..	..	..	..	..	400	..	..	213	1,639	250	..
British African ports.....	312	312	..	117	415	195	440	279	..	129	468	127
British West Indies.....	64,363	98,691	37,460	16,670	81,879	75,062	33,905	14,389	76,315	123,501	40,966	26,854
British Guiana.....	2,445	5,334	7,010	3,945	3,166	7,425	65	708	4,845	10,470	6,860	2,868
Honduras.....	5,271	5,679	274	17	2,200	6,145	5,710	2,094	5,991	7,914	558	307
British American colonies.....	334,634	323,315	359,830	417,400	200,808	202,607	214,112	233,092	723,262	696,865	473,022	516,231
Other British colonies.....	..	68	..	..	363	93	..	..	325	..	..	..
Total.....	422,147	445,701	405,227	441,045	276,412	306,915	267,133	254,326	823,509	866,579	526,285	548,960

TABLE exhibiting the Value of Imports from, and Exports to, the United Kingdom and each British Possession, and Total of all Countries, in the Direct Trade with the United States, during the Year ending September 30th, 1842, and nine Months ending June 30th, 1843, and the Year ending June 30th, 1844.

C O U N T R I E S.	1842 E X P O R T S			1843 Imports.*	1843 E X P O R T S.			1844 E X P O R T S.			TOTAL.
	Domestic Produce.	Foreign Produce.	TOTAL.		Domestic Produce.	Foreign Produce.	TOTAL.	Domestic Produce.	Foreign Produce.	TOTAL.	
England.....	dollars. 655,030	dollars. 36,681,864	dollars. 2,032,140	dollars. 38,613,944	dollars. 26,111,114	dollars. 37,142,005	dollars. 1,100,064	dollars. 38,252,159	dollars. 41,476,081	dollars. 45,811,542	dollars. 46,936,186
Scotland.....	102,700	1,522,745	80,379	1,603,014	128,846	2,363,344	14,677	2,378,021	237,230	1,936,591	1,953,473
Ireland.....	33,466,469	49,968	..	49,968	44,535	208,592	1,180	209,772	68,084	..	42,591
Total United Kingdom..	34,724,249	38,234,511	3,012,419	41,269,930	26,313,495	39,720,451	1,121,961	40,842,892	42,071,404	47,764,124	48,936,220
Gibraltar.....	12,268	466,937	115,061	582,486	23,616	214,251	38,197	252,448	44,274	502,462	579,883
Malta.....	7,300	11,644	5,261	19,005	27	6,446	11,471	17,907	15	9,752	16,998
British East Indies.....	1,330,364	309,979	233,425	654,804	689,777	237,376	146,146	377,712	892,792	338,413	675,966
British African ports.....	28,603	52,651	..	52,651	44,910	37,895	11,222	69,037	122	29,567	29,567
Australia.....	23,815	..	..	..	31,192	30,075	..	30,075	20,105	82,938	82,938
Cape of Good Hope.....	826,481	3,501,346	23,367	3,227,713	537,486	2,342,949	25,671	2,368,620	687,866	4,114,218	4,136,046
British West Indies.....	15,004	115,961	2,402	118,153	13,012	116,147	655	116,802	9,365	307,632	309,236
British Guiana.....	202,868	127,339	36,545	163,967	136,884	92,278	16,301	108,582	248,343	197,465	239,019
British American colonies.....	1,769,001	5,950,143	240,166	6,959,309	637,696	2,617,065	107,417	2,724,482	1,467,715	5,361,186	6,715,903
Total British possessions	4,805,794	10,329,030	690,890	11,639,420	2,665,093	5,707,860	321,123	6,028,983	3,467,708	10,943,183	12,785,656
Total British dominions.	38,633,643	35,543,541	3,673,109	77,850,293	29,074,492	45,410,811	1,473,094	46,883,935	45,430,112	58,737,307	61,721,867
Total all Countries.....	100,624,661	92,969,996	11,721,538	205,316,194	61,553,790	77,793,783	6,552,657	84,346,480	108,435,035	99,715,179	111,200,046

* Nine Months, ending June 30th, 1843.

TRADE OF THE UNITED STATES WITH THE BRITISH EAST INDIES.

The trade between the United States and the British East Indies, commenced soon after the peace of 1783. In 1788, 1789, Earl Cornwallis, then governor and commander in India, gave orders, that American vessels should be treated at the Company's settlements, in all respects, as the most favoured foreigners; and the ship *Chesapeake*, one of the first vessels that displayed the American flag in the Ganges, was exempted by the supreme council of Bengal from the government customs, which foreign vessels were bound to pay.

This intercourse was regulated by the thirteenth article of the treaty of November 19th, 1794, and by subsequent legislation.—See *Treaties*.

American ships are also allowed to trade and carry merchandise direct from the United Kingdom to British India, and from both to China. The trade to China from British India, since the opening of the ports of the latter, has been commenced by the citizens and ships of the United States.—See *Trade with China*.

The value of the American trade with the British East Indies, from 1795 to 1801, according to Mr. Pitkin, was as follows:—

YEARS.	Imports.	Exports.	YEARS.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1795.....	742,523		1799.....	1,521,213	7,296
1796.....	2,427,717	66,316	1800.....	3,391,927	130,461
1797.....	1,764,290	21,325	1801.....	5,134,456	71,617
1798.....	2,977,324	39,075			

On an average of the years 1802, 1803, and 1804, the value of the imports was 3,530,000 dollars, and the value of the exports, 130,000 dollars.

From 1821 to 1845, the following was the value of imports and exports:—

YEARS.	IMPORTS.	EXPORTS.		YEARS.	IMPORTS.	EXPORTS.	
		Domestic Pro- duce.	Foreign Pro- duce.			Domestic Pro- duce.	Foreign Pro- duce.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821.....	1,530,709	32,089	1,931,190	1834.....	2,293,012	199,602	206,491
1822.....	3,272,217	67,979	1,968,365	1835.....	1,697,893	364,417	389,641
1823.....	2,265,961	10,642	307,738	1836.....	2,954,476	289,315	435,461
1824.....	441,867	34,354	927,716	1837.....	3,041,842	120,697	82,967
1825.....	1,756,484	200,450	784,620	1838.....	675,531	230,505	258,402
1826.....	2,510,606	24,226	418,012	1839.....	2,135,152	246,845	337,597
1827.....	669,056	32,717	1,051,450	1840.....	1,952,461	280,404	351,792
1828.....	1,542,736	54,199	795,682	1841.....	1,236,641	532,334	430,867
1829.....	1,229,669	09,070	477,629	1842.....	1,540,364	399,979	283,825
1830.....	1,372,297	93,731	553,126	1843.....	689,777	237,576	140,136
1831.....	1,544,273	132,442	675,390	1844.....	8,827,921	339,413	337,553
1832.....	2,638,938	189,218	330,235	1845.....			
1833.....	1,832,059	136,156	188,843				

Prior to the year 1816, much the greatest part of the imports from the British East Indies, consisted of low-priced cotton goods. During the years 1802, 1803, and 1804, the value of these white cottons, imported into the United States, was estimated, on an average, at about 2,950,000 dollars. By the tariff of 1816, all cotton goods, the original cost of which, at the place from whence imported (except nankeens directly from China), was less than twenty-five cents per square

yard, were to be taken and deemed to have cost that sum per square yard, and charged with duty accordingly. This minimum price was fixed for the purpose of excluding entirely from the American market the low-priced Indian cottons, to protect the American planter and manufacturer. But few Indian goods were imported afterwards into the United States, and indigo and silks were the principal articles imported.—See *Tables, 1790 to 1844, inclusive.*

The exports to British India consisted of some flour, whale oil, spermacetti, and tallow candles—manufactured tobacco, timber, &c., and specie—the export of these gradually diminished from 1,930,376 dollars, in 1822, to 98,516 dollars, in 1833.—See *Tables, 1790 to 1844, inclusive.*

CHAPTER XXVI.

TRADE BETWEEN THE UNITED STATES AND CHINA.

THE American trade with China commenced soon after the close of the peace of 1783. The first ship, commanded by Captain Green, from the United States, sailed from the port of New York for Canton, on the 22nd of February, 1784, and returned on the 11th of May, 1785.

The success, as well as novelty, of Captain Green's voyage, attracted no little attention in this country; and the second voyage to this distant part of the world was of a more bold and adventurous character.

Captain Stewart Deane, a citizen of Albany, who had successfully commanded a letter of marque in the early part of the war of the revolution, having had a personal interview with Captain Green on the subject of his voyage, resolved to fit out the sloop *Experiment*, of only eighty-four tons, which he had just built at Albany as a coaster, for this distant voyage; and on the 19th of December, 1785, this navigator, with a crew of only seven men and two boys, sailed in this little bark for Canton. Such a distant voyage, in so small a vessel, was, at that time, considered so extremely hazardous, that no insurance could be effected on the vessel and cargo at any of the offices, either in America or England. The sloop arrived safe at Canton, in May, 1786; where she was, at first, mistaken for a tender to some large ship, which had been left below, in Canton river: and the inhabitants were not a little astonished, to learn that this small vessel, with her Atlantic, Indian, and Chinese crew, had crossed the ocean from the opposite hemisphere:

This daring enterprise insured him, Captain Deane, a hospitable reception at Canton, and particularly at the British factory.

He returned to America in 1787, and was afterwards, for some years, engaged in the same trade, as commander of much larger vessels.

These two first and successful voyages induced others to engage in the trade; and as early as 1789, fifteen American flags arrived at the port of Canton, a greater number than from any other nation, except Great Britain.*

The principal articles imported into the United States from China, have been teas, silks, nankeens, and china-ware. During the late wars in Europe, the Americans, not only supplied their own country, with the article of tea, but shipped large quantities of it to different parts of Europe, to supply the wants of the belligerent nations, who were dependent on neutrals for this, as well as many other necessary foreign articles.

The American trade with China may be divided into that which is *direct* from the United States, and that which is carried on generally, on American account, and embracing not only that between the United States and China, but that also carried on by the Americans between China and other parts of the world.

The amount of the commerce of the United States with China is next to that of Great Britain. And the former, by the ancient British treaty, enjoy all the privileges of the British; and the Americans have also since negotiated a treaty of commerce and navigation.

The following is a statement of the quantities of the several kinds of teas, paying duties (the exports being deducted from the imports), for each year from 1790 to 1800:—

Y E A R S.	Bohea.	Souchong.	Hlyson.	Other Green.	TOTAL.
	lbs.	lbs.	lbs.	lbs.	lbs.
1790.....	2,050,684	368,075	530,613	88,870	3,047,242
1791.....	774,008	91,123	107,034	12,932	985,997
1792.....	2,332,892	132,355	115,263	33,498	2,614,008
1793.....	1,548,993	369,687	82,882	8,007	2,009,569
1794.....	2,095,416	298,503	29,754	37,241	2,460,914
1795.....	2,079,687	116,457	99,727	48,217	2,374,118
1796.....	1,778,007	73,578	239,102	219,372	2,310,259
1797.....	1,392,271	185,359	206,177	224,592	2,008,399
1798.....	1,079,139	333,319	194,616	283,861	1,890,935
1799.....	3,412,674	309,398	210,861	538,370	4,501,503
1800.....	1,891,434	694,802	533,613	677,785	3,797,634
Total.....	20,444,205	3,802,806	2,380,512	2,172,975	28,800,648

Making the annual consumption for these eleven years, about 2,500,000 pounds.

The following quantity of teas, of all kinds, was imported and exported, in each year, from 1801 to 1812.

Y E A R S.	Imported.	Exported.	Consumed.	Y E A R S.	Imported.	Exported.	Consumed.
	lbs.	lbs.	lbs.		lbs.	lbs.	lbs.
1801.....	4,088,900	1,409,253	3,677,707	1807.....	8,108,774	2,663,061	5,445,713
1802.....	4,269,828	1,894,638	2,375,290	1808.....	4,812,638	237,883	4,574,755
1803.....	6,053,529	3,146,492	2,907,037	1809.....	1,482,090	1,770,616	
1804.....	3,622,828	1,219,233	2,403,595	1810.....	7,839,457	1,437,732	6,501,725
1805.....	5,119,441	1,788,888	3,330,553	1811.....	3,018,118	1,025,962	1,992,156
1806.....	6,870,866	2,002,207	4,868,659	1812.....	3,056,089	519,302	2,536,827

Making an average annual consumption of about 3,350,000 pounds.

* Macpherson's Annals of Commerce.

From 1821 to 1833 we include the *value*, as estimated at Canton, as well as the *quantity* of teas imported and exported, in each year, during this period; and it will be remembered, that the value is estimated at Canton.

YEARS.	IMPORTED.		EXPORTED.		CONSUMED.
	Quantity.	Value.	Quantity.	Value.	
	lbs.	dollars.	lbs.	dollars.	lbs.
1821.....	4,975,646	1,320,927	531,691	242,372	4,443,955
1822.....	6,639,434	1,858,082	1,333,846	700,198	5,305,588
1823.....	8,210,010	2,360,350	1,735,070	813,550	6,474,934
1824.....	8,834,487	2,785,683	1,148,808	562,109	7,785,619
1825.....	10,209,548	3,725,675	2,035,808	1,482,141	8,173,740
1826.....	10,098,000	3,740,415	1,998,672	1,308,694	8,099,328
1827.....	5,875,638	1,711,185	1,626,417	772,442	4,249,221
1828.....	7,707,427	2,443,002	1,417,846	679,924	6,289,581
1829.....	6,636,790	2,045,645	1,018,343	528,997	5,618,447
1830.....	8,009,415	2,421,711	1,736,324	892,807	6,273,091
1831.....	5,182,607	1,410,045	526,186	300,509	4,656,681
1832.....	9,906,606	2,773,498	1,279,262	702,014	8,627,344
1833.....	14,639,822	5,483,088	1,712,779	709,522	12,927,043

Making an annual consumption, during this period, of about 7,000,000 pounds.

TABLES showing the Imports and Exports of Tea into and from the United States, annually, from 1821 to 1841, inclusive.

I.—IMPORTS.

YEARS.	BLACK TEAS.			GREEN TEAS.			Total Imports, Black and Green.
	Bohea.	Souchong and other Black.	Total Black.	Gunpowder, Imperial, &c.	Hyson and Young Hyson.	Hyson Skin and other Green.	
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	191,953	1,185,342	1,377,295	251,600	1,630,911	1,706,837	3,598,351
1822.....	498,570	1,170,153	1,669,023	469,290	2,367,613	2,143,508	4,070,411
1823.....	668,381	2,134,137	2,802,521	175,767	2,770,787	2,160,935	5,407,369
1824.....	499,834	2,259,413	2,759,247	441,814	3,319,639	2,369,787	6,161,240
1825.....	338,610	1,762,250	2,100,860	641,113	4,041,818	3,425,757	8,108,688
1826.....	236,682	1,965,719	2,202,401	632,124	4,704,371	2,570,004	7,906,499
1827.....	61,345	1,357,295	1,418,640	442,641	2,788,380	1,225,984	4,456,998
1828.....	90,065	1,637,363	1,747,478	639,687	3,459,749	1,860,513	5,959,949
1829.....	64,868	1,325,714	1,390,582	500,233	2,977,751	1,778,224	5,256,208
1830.....	152,090	2,160,142	2,312,132	653,036	3,664,631	1,942,616	6,290,283
1831.....	415,058	1,415,445	1,830,503	412,019	2,504,125	436,190	3,352,364
1832.....	637,341	2,960,764	3,598,105	819,982	4,142,019	1,845,600	6,508,501
Total..	8,845,700	21,360,087	25,205,787	6,309,329	38,411,697	22,995,953	67,776,981

II.—EXPORTS.

YEARS.	BLACK TEAS.			GREEN TEAS.			Total Exports, Black and Green.
	Bohea.	Souchong and other Black.	Total Black.	Gunpowder, Imperial, &c.	Hyson and Young Hyson.	Hyson Skin and other Green.	
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	82	121,005	121,987	51,665	174,116	41,055	267,436
1822.....	586	437,588	438,174	219,909	406,819	268,944	895,672
1823.....	224,462	591,280	815,742	202,210	412,304	274,820	1,333,846
1824.....	264,502	399,598	664,070	180,008	255,203	40,587	919,834
1825.....	151,397	608,585	760,002	202,609	1,148,808	774,369	2,215,846
1826.....	101,432	521,848	623,280	476,799	896,081	808,593	2,181,473
1827.....	4,550	409,730	414,286	303,057	403,323	445,751	1,212,131
1828.....	40,750	257,849	298,599	344,103	516,098	259,136	1,119,247
1829.....	6,595	125,322	133,917	215,726	453,389	228,063	900,078
1830.....	4,049	491,183	495,232	372,396	608,240	320,436	1,241,092
1831.....	..	58,498	58,498	176,473	165,540	125,675	467,688
1832.....	93,890	521,501	615,391	310,593	340,474	13,004	664,071
Total....	894,295	4,004,943	5,499,138	3,145,608	5,782,303	2,640,933	12,568,866

III.—IMPORTS, Exports, and Quantities of Tea, remaining on Hand, distinguishing the Kinds, from the Year 1821 to 1832, inclusive.

YEARS.	IMPORTS.			EXPORTS.			LEFT ON HAND.		
	Black.	Green.	Total Imports.	Black.	Green.	Total Exports.	Black.	Green.	Total on Hand.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1821.....	1,377,295	3,598,351	4,975,646	121,987	267,336	389,423	1,255,308	3,330,915	4,586,223
1822.....	1,669,023	4,970,411	6,639,434	438,174	895,672	1,333,846	1,230,849	4,074,739	5,305,588
1823.....	2,802,221	5,407,489	8,210,010	815,742	919,331	1,735,076	1,986,779	4,488,155	6,474,934
1824.....	2,755,247	6,161,240	8,916,487	664,070	484,798	1,148,868	2,095,177	5,076,442	7,171,619
1825.....	2,100,860	8,108,698	10,209,558	815,362	2,315,816	3,131,178	1,980,898	6,892,842	7,773,740
1826.....	2,202,401	7,908,409	10,108,900	623,289	2,181,473	2,804,753	1,579,121	5,725,026	7,304,147
1827.....	1,418,610	4,456,998	5,875,608	414,286	1,212,131	1,626,417	1,004,354	3,241,867	4,246,221
1828.....	1,747,478	5,959,949	7,707,427	298,599	1,119,247	1,417,846	1,448,879	4,840,702	6,289,581
1829.....	1,380,582	5,256,208	6,636,790	133,917	900,078	1,033,995	1,246,565	4,356,130	5,602,795
1830.....	2,310,132	6,290,283	8,600,415	495,232	1,241,092	1,736,324	1,823,000	5,049,101	6,873,091
1831.....	1,830,303	3,352,364	5,182,667	48,498	467,688	516,186	1,772,005	2,884,076	4,656,681
1832.....	3,598,105	6,308,501	9,906,606	613,391	664,071	1,277,462	2,982,714	5,641,430	8,624,144
Total.....	23,205,787	67,776,981	92,982,768	5,499,138	12,500,866	18,068,004	19,706,549	55,208,116	74,914,704

IV.—IMPORTS, Exports, Value, and Quantity of Tea on hand, showing what came directly from China, and what from other Countries, from the Year 1833 to 1841, inclusive.

YEARS.	IMPORTS.			Value.	EXPORTS.		Remaining on Hand.
	From China direct.	From other Countries.	Total Imported.		TOTAL.	Value.	
	lbs.	lbs.	lbs.	dollars.	lbs.	dollars.	lbs.
1833.....	14,637,486	2,336	14,639,822	5,484,603	1,712,779	709,522	12,927,043
1834.....	16,267,852	15,125	16,282,977	6,217,949	3,081,308	1,091,684	13,201,669
1835.....	14,403,458	12,114	14,415,572	4,522,806	2,082,866	927,525	12,332,706
1836.....	16,347,344	34,770	16,382,114	5,342,811	1,896,342	869,164	14,485,772
1837.....	16,942,122	40,262	16,982,384	5,903,054	2,508,360	898,514	14,473,998
1838.....	14,411,337	6,775	14,418,112	3,497,156	2,435,302	935,905	11,982,810
1839.....	9,296,679	53,138	9,349,817	2,428,419	1,592,033	642,770	7,757,784
1840.....	19,966,106	40,429	20,006,535	5,427,010	3,123,496	1,359,866	16,883,009
1841.....	11,163,931	396,370	11,560,301	3,466,245	660,832	332,098	10,899,469
Total....	133,436,375	601,319	134,037,694	42,290,053	19,093,344	7,767,048	114,944,350

The following statement shows the quantities of black and green teas, respectively, imported from 1833 to 1841, inclusive, according to the Canton table, which corresponds so closely with the entire quantity imported, per table No. IV. considering the different modes of arriving at the fact, as to justify the belief that it cannot be far from correct.

YEARS.	Black.	Green.	TOTAL.	YEARS.	Black.	Green.	TOTAL.
	lbs.	lbs.	lbs.		lbs.	lbs.	lbs.
1833.....	3,902,920	10,329,480	14,232,400	Brought forward.....	10,160,900	63,321,840	82,482,800
1834.....	4,556,720	14,746,320	19,303,040	1838.....	4,412,870	10,805,310	15,218,180
1835.....	2,995,090	11,200,710	14,255,800	1839.....	1,504,080	8,867,440	10,421,520
1836.....	3,076,830	12,564,270	17,640,600	1840.....	3,469,970	16,095,830	21,565,800
1837.....	2,649,900	14,421,060	17,050,960	1841.....	1,770,370	7,850,430	9,620,800
Carried forward.....	19,160,900	63,321,840	82,482,800	Total.....	30,378,230	108,930,870	139,309,120

V.—COMPARATIVE Statement of Exports of Teas from Canton to the United States, from the 30th of June, 1832, to the 30th of June, 1841.

NAMES.	1832-33		1833-34		1834-35		1835-36		1836-37	
	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.
	number.	number.	number.	number.	number.	number.	number.	number.	number.	number.
Bohea.....	13,655	955,850	1,415	101,150	779	54,530	867	60,680	2,183	152,810
Congou.....										
Souchong.....	34,815	2,437,050	52,278	3,650,460	35,245	2,467,150	61,760	4,533,200	29,139	2,039,730
Pouchong.....	4,723	330,610	9,181	612,670	5,733	401,310	4,619	323,330	4,644	325,080
Oulong.....										
Pekoe.....	2,563	170,410	2,192	153,440	1,030	72,100	2,273	159,110	1,604	112,280
Total Black....	55,756	3,902,920	66,096	4,556,720	42,787	2,995,090	72,519	5,076,330	37,370	2,629,900
Hyson.....	14,248	1,282,320	23,787	2,140,830	16,509	1,485,810	16,346	1,471,140	19,086	1,798,740
Young Hyson.....	51,393	4,022,670	86,115	7,750,350	76,557	6,890,130	83,426	7,508,340	93,056	8,375,040
Hyson Skin.....	31,730	2,856,240	31,591	2,843,190	16,002	1,440,180	23,086	2,077,740	21,537	2,210,130
Gunpowder.....	6,614	595,260	10,154	913,860	7,335	660,150	8,002	720,180	9,373	843,570
Imperial.....	5,939	531,610	9,424	848,160	7,736	696,240	7,444	669,960	8,051	724,500
Twankay.....	4,872	438,480	2,777	249,930	980	88,200	1,299	115,910	5,211	468,990
Total Green....	114,772	10,329,480	163,848	14,746,320	125,119	11,269,710	139,603	12,564,270	160,234	14,121,060
Total Exports...	170,528	14,232,100	229,944	19,303,040	167,905	14,265,800	212,122	17,640,600	197,604	17,650,960

NAMES.	1837-38.		1838-39.		1839-40.		1840-41.	
	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.	Chests.	Pounds.
	number.	number.	number.	number.	number.	number.	number.	number.
Bohea.....								
Congou.....								
Souchong.....	52,135	3,649,450	11,654	816,130	32,004	2,307,760	10,676	747,320
Pouchong.....	7,720	540,400	7,164	501,480	8,798	613,700	4,146	290,220
Oulong.....								
Pekoe.....	3,186	223,020	629	44,030	1,819	127,330	578	40,460
Total Black.....	63,041	4,412,870	22,344	1,561,080	49,571	3,469,570	25,291	1,770,370
Hyson.....	13,112	1,180,080	8,850	796,500	17,818	1,603,620	5,821	523,890
Young Hyson.....	70,146	6,313,110	65,918	5,932,020	130,226	11,720,340	64,621	5,635,890
Hyson Skin.....	20,986	1,888,740	8,245	742,050	23,258	2,093,220	11,329	1,010,610
Gunpowder.....	8,343	750,870	7,774	699,660	14,615	1,315,560	3,156	284,040
Imperial.....	6,911	621,990	6,691	602,190	13,328	1,199,520	2,420	217,800
Twankay.....	561	50,490	938	84,420	1,820	163,800	1,880	169,200
Total Green.....	120,059	10,805,310	98,416	8,857,340	201,065	18,095,850	87,227	7,850,430
Total Exports.....	183,100	15,218,180	120,760	10,421,520	250,636	21,565,820	112,518	9,620,800

QUANTITY REMAINING ON HAND.—CONSUMPTION.

During the period from 1821 to 1832, the quantities remaining on hand at the end of each year, amounted to 74,914,764 lbs., or an average of 6,242,897 lbs. annually; and from 1833 to 1841, to 114,944,350 lbs., or 12,771,594 lbs. annually—showing a considerable increased consumption, as will appear further by the following statement:—

	lbs.	lbs.
Assuming that the balance on hand at the close of 1820 (for we have no actual data prior to 1821), to be the same as at the end of 1831....		4,586,223
The imports from 1821 to 1832 were.....		92,982,768
		97,568,991
Deduct exports same time.....	10,068,004	
Also the quantity on hand at the close of 1832 ..	8,627,144	
		26,693,149
Actually consumed in twelve years.....		70,875,843

	lbs.	lbs.
Or average consumption per annum, from 1821 to 1833.....		5,966,153
Balance on hand at the end of 1832.....	8,627,144	
Imported from 1833 to 1841.....	134,937,694	
		142,661,839
Deduct—exports same time.....	19,093,341	
Also the quantity on hand at the close of 1841.....	10,899,469	
		29,992,813
Actually consumed in nine years... Or average consumption per annum, from 1833 to 1841		112,672,025
Showing an increased average consumption since 1833, of per annum.....		12,519,113
		6,612,960

GENERAL View of the Trade between the United States and China, from 1833 to 1841, inclusive.

Y E A R S.	Number of Vessels.	Tonnage.	Crews, Men and Boys.	Value of Imports.	Value of Teas.
		tons.	number.	dollars.	dollars.
1833.....	41	15,334	765	7,541,570	5,484,603
1834.....	43	15,550	775	7,892,327	6,217,049
1835.....	36	13,495	743	5,987,157	4,528,806
1836.....	43	16,445	785	7,324,816	5,342,811
1837.....	42	16,160	738	8,965,337	5,903,054
1838.....	29	11,821	512	4,764,536	3,497,156
1839.....	18	7,392	321	3,678,509	2,428,419
1840.....	35	14,771	593	6,040,829	5,427,010
1841.....	28	11,986	469	3,695,388	3,466,245
Total.....	315	122,954	5701	55,890,499	42,290,053
Value of Teas.....	....	....	....	42,290,053	
Value of rest of cargoes..	....	....	....	13,600,446	

The value of Teas imported, therefore, appears to be annually about 4,698,894 dollars, and to constitute rather exceeding 75 per cent of the value of the whole cargoes;—which have averaged since 1831, 177,430 dollars each. The trade has employed yearly about thirty-five vessels, averaging 390 tons, with crews of eighteen men and boys.

STATEMENT exhibiting a View of the General Trade between the United States and Canton, according to Valuations made in Canton, annually, during the Years ending June 30, 1804, to 1844.

YEARS ending 30th June.	COMMERCE.		NAVIGATION.			YEARS ending 30th June.	COMMERCE.		NAVIGATION.		
	Imports into Canton.	Exports from Canton.	Number of Vessels.	Tonnage.	Seamen.		Imports into Canton.	Exports from Canton.	Number of Vessels.	Tonnage.	Seamen.
	dollars.	dollars.	No.	No.	No.		dollars.	dollars.	No.	No.	No.
1805.....	3,555,815	3,342,000	34	10,159	703	1825.....	8,962,045	8,501,119	43	16,262	804
1806.....	5,320,358	5,127,000	42	124,80	868	1826.....	7,781,301	8,752,562	42	16,431	885
1807.....	3,877,362	4,394,000	37	112,86	765	1827.....	4,273,617	4,429,381	26	9,566	521
1808.....	3,940,090	3,476,000	33	8,803	683	1828.....	5,394,517	6,745,696	29	11,041	593
1809.....	479,850	808,000	8	22,15	166	1829.....	4,065,670	3,873,867	27	10,279	552
1810.....	5,744,600	5,715,000	37	12,512	705	1830.....	4,341,282	4,209,810	35	13,325	716
1811.....	2,898,800	2,973,000	16	4,748	331	1831.....	4,223,476	4,344,544	34	12,944	695
1812.....	3,132,810	2,771,000	25	7,400	513	1832.....	5,695,307	5,999,731	34	12,944	695
1813.....	1,463,000	620,000	8	1,816	171	1833.....	8,011,114	8,225,375	59	22,462	1207
1814.....	451,000	572,000	9	2,854	195	1834.....	9,887,501	..	47		
1815.....						1835.....					
1816.....	2,527,500	4,320,000	30	10,208	615	1836.....					
1817.....	5,609,600	5,703,000	38	13,096	780	1837.....					
1818.....	7,076,828	6,777,342	39	14,325	800	1838.....	5,191,111	*			
1819.....	10,217,151	9,057,033	46	16,022	951	1839.....					
1820.....	8,185,000	8,173,107	43	15,139	837	1840.....	..	..	40	31	
1821.....	5,392,795	4,715,696	28	9,378	562	1841.....					
1822.....	8,192,758	7,563,044	45	15,530	912	1842.....					
1823.....	8,339,989	7,523,492	40	14,577	804	1843.....					
1824.....	6,400,339	5,677,149	34	13,096	836	1844*.....	2,445,878	6,686,171	49	20,291	1160

* Merchandise only.

We have not been able to procure any returns upon which any reliance can be placed for the blank years in the above table. The returns for 1844 we have received from the British consul at Canton.—See his detailed statement of the American trade at Canton for that year hereafter: which, with other returns of the British and foreign trade of that port, has been prepared with great pains and all possible accuracy by him.

STATEMENT exhibiting the Amount of Specie, Bills, and Merchandise, Imported into Canton, on American Account, annually, from 1805 to 1844.

Season ending the 30th of June.	IMPORTED INTO CANTON.				Season ending the 30th of June.	IMPORTED INTO CANTON.			
	Specie.	Bills on England.	Mer- chandise.	Total Value		Specie.	Bills on England.	Mer- chandise.	Total Value.
	dollars.	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.	dollars.
1805.....	2,902,000		2,653,818	5,555,818	1825.....	6,524,500		2,437,525	8,962,025
1806.....	4,176,000		1,150,358	5,326,358	1826.....	5,725,200		2,056,101	7,781,301
1807.....	2,895,000		982,362	3,877,362	1827.....	1,841,168	400,000	2,032,449	4,273,617
1808.....	3,032,000		908,000	3,940,000	1828.....	2,640,300	300,000	2,454,617	5,394,917
1809.....	70,000		400,850	470,850	1829.....	740,000	657,000	2,667,770	4,065,670
1810.....	4,723,000		3,414,800	8,137,800	1830.....	1,123,644	423,656	2,793,982	4,341,282
1811.....	2,330,000		508,800	2,838,800	1831.....	183,655	1,168,500	2,871,321	4,223,476
1812.....	1,875,000		1,257,810	3,132,810	1832.....	757,252	2,480,371	2,457,184	5,695,307
1813.....	616,000		837,000	1,453,000	1833.....	672,519	4,429,659	2,907,936	8,010,114
1814.....			451,000	451,000	1834.....	1,029,178	3,650,290	5,202,033	9,887,501
1815.....			605,000	2,527,000	1835.....				
1816.....	1,022,000		1,055,600	2,077,600	1836.....				
1817.....	4,554,000		1,475,828	6,029,828	1837.....				
1818.....	5,601,000		2,603,151	8,204,151	1838.....	678,350	3,142,000	1,370,761	5,191,111
1819.....	7,114,000	200,000	1,848,000	9,162,000	1839.....				
1820.....	6,297,000		2,397,755	8,694,755	1840.....				
1821.....	2,995,000		3,067,768	6,062,768	1841.....				
1822.....	5,125,000		2,046,519	7,171,519	1842.....				
1823.....	6,292,840		2,361,000	8,653,840	1843.....				
1824.....	4,090,000				1844.....				

NOTE.—1828, 1829, 1830, 1831, and 1832, taken from a Canton paper.

We have not been able to procure returns for the blank years in the above table upon which any reliance can be placed.

STATEMENT exhibiting the Value* of the Exports to, and Imports from, China, and also the Tonnage employed in this Branch of Foreign Trade, during the Years ending on the 30th of September, 1821, to 1844, inclusive. Compiled from the several annual Reports on the Foreign Trade and Navigation of the United States by the Secretary of the Treasury.

Y E A R S.	Domestic Produce, &c.	Foreign Merchan- dise, &c.	Total Exports.	Imports.	C L E A R E D.			E N T E R E D.		
					Vessels.	Ton- nage.	Men.	Vessels.	Ton- nage.	Men.
	dollars.	dollars.	dollars.	dollars.	number.	tons.	number.	number.	tons.	number.
1821.....	348,535	3,802,025	4,290,560	3,111,951	16	6,740	302	15	5,622	241
1822.....	420,230	5,506,128	5,926,358	5,212,530	22	8,185	406	26	9,622	481
1823.....	288,375	4,347,686	4,636,061	5,511,425	26	9,478	478	35	13,067	645
1824.....	330,466	4,970,705	5,301,171	5,568,502	26	9,563	478	28	10,518	525
1825.....	160,059	5,410,450	5,570,515	7,533,115	23	8,067	433	36	13,468	673
1826.....	242,451	2,324,093	2,466,544	7,422,146	13	4,956	247	28	10,432	520
1827.....	290,862	3,573,543	3,864,405	3,617,183	24	8,050	447	24	8,889	444
1828.....	230,385	1,252,417	1,482,802	5,339,108	9	3,664	183	27	9,981	499
1829.....	760,759	1,094,103	1,854,862	4,680,847	17	6,351	317	22	8,052	400
1830.....	156,290	585,903	742,193	3,878,141	9	3,501	17	23	8,598	429
1831.....	244,790	1,048,045	1,292,835	3,083,205	14	5,061	253	11	4,316	213
1832.....	336,162	924,360	1,260,522	5,344,907	19	7,232	361	30	11,149	557
1833.....	537,774	895,985	1,433,759	7,541,570	26	9,538	471	41	15,334	705
1834.....	255,736	754,727	1,010,463	7,892,327	22	8,123	405	43	15,550	775
1835.....	335,368	1,532,712	1,868,080	5,987,187	20	7,104	339	36	13,495	743
1836.....	341,503	852,701	1,194,204	7,324,816	15	5,662	265	43	16,445	785
1837.....	318,973	311,618	630,591	8,965,337	9	3,793	175	42	16,160	738
1838.....	655,581	961,021	1,616,602	4,764,536	18	7,314	342	29	11,821	512
1839.....	430,464	1,103,599	1,534,063	3,678,509	15	6,419	279	18	7,392	321
1840.....	409,186	510,780	919,966	6,640,829	7	3,300	149	35	14,771	584
1841.....	715,322	485,494	1,200,816	3,985,388	12	4,476	215	28	11,986	469
1842.....	737,509	706,888	1,444,397	4,934,634	19	7,643	281	27	12,487	510
1843.....	1,755,393	663,565	2,418,958	4,855,566	33	13,532	589	29	13,460	586
1844.....	1,110,023	646,918	1,756,941	4,931,255	27	11,262	492	32	15,390	636

* Exclusive of specie and bills.

ARTICLES and Value of Exports from the United States to China, in 1842.

ARTICLES.	Value.	ARTICLES.	Value.
	dollars.		dollars.
Candles.....	1,708	Brought forward.....	442,097
Masts and spars.....	200	Cotton.....	2,830
Naval stores.....	272	Furniture.....	200
Skins and furs.....	18,000	Hats.....	580
Ginseng.....	63,000	Saddlery.....	4,476
Beef.....	2,847	Porter, ale, and cider.....	163,642
Pork, bacon, &c.....	1,789	Candles and soap.....	524
Butter and cheese.....	306	Lead.....	12,460
Tobacco.....	2,518	Iron.....	596
Turpentine.....	283	—manufactured.....	18,255
Coriage.....	882	Drugs.....	783
Copper.....	2,730	Twist, yarn, &c.....	18,000
Cotton manufactures.....	337,470	Presses and types.....	664,443
Fire engines.....	1,179	Gold and coin.....	737,509
Books and maps.....	589	Total value of exports for the year.....	703,590
(Other manufactures.....	1,548	In American vessels.....	34,203
Flour.....	1,612	In foreign vessels.....	
Ship bread.....	5,154		
Carried forward.....	442,097		

VALUE of Imports into the United States from China, in 1842.

ARTICLES.	Value.
	dollars.
Teas.....	4,367,101
Coffee.....	1,968
All other articles.....	4,421,660
Total value of imports.....	8,790,735

STATEMENT exhibiting the Value of Domestic produce and Manufactures Exported to China, during the Years ending 30th of September, 1821 to 1844, inclusive.

YEARS ending 30th of September.		DOMESTIC PRODUCE, &c.			
	Furs.	Ginseng.	Domestic Cottons.	Cotton unma- nufactured.	Total Value of all Exports.*
	dollars.	dollars.	dollars.	dollars.	dollars.
1821..	142,399	171,780	....	53,593	388,535
1822..	78,158	304,181	....	14,192	429,239
1823..	100,010	139,582	....	112	288,375
1824..	80,839	222,780	....	296	330,466
1825..	33,130	94,421	....	....	160,039
1826..	45,110	134,709	14,931	28,850	242,451
1827..	100,986	79,506	9,388	10,740	290,862
1828..	101,764	90,900	14,981	....	230,385
1829..	80,180	110,306	25,998	....	260,750
1830..	10,306	64,070	56,173	....	125,290
1831..	42,396	115,928	49,256	1,998	244,790
1832..	129,570	99,303	88,498	....	336,162
1833..	109,695	182,437	215,495	....	537,774
1834..	8,383	68,471	146,891	....	265,756
1835..	....	....	174,737	....	335,306
1836..	....	....	85,745	....	341,563
1837..	561	108,648	201,252	....	318,973
1838..	37,864	35,002	517,840	....	655,581
1839..	16,794	118,504	262,335	....	430,464
1840..	....	17,159	361,995	1,500	409,186
1841..	2,368	435,786	173,755	....	715,822
1842..	18,000	63,802	337,470	67,695	737,509
1843..	41,042	187,430	971,202	169,341	1,755,303
1844..	....	93,446	....	....	1,110,023

* The unenumerated articles are included in the total value of exports.

VALUE of Principal Articles of Merchandise Imported from China into the United States, from 1821 to 1844, inclusive; compiled from the several Annual Accounts of the Trade and Navigation of the United States, by the Secretary of the Treasury.

YEARS.	Specimens of Botany.	Furs, undressed.	Wood unmanufactured, and Dy.	Hides and Skins.	Copper, in Bars, &c.	Specie, Gold and Silver.	COTTONS.		Silks.	Watches.	Jewellery.	Glass-ware.	Iron and Steel, manufactures of.	Wood, manufactures of.	Raw silk.
	dls.	dls.	dls.	dls.	dls.	dls.	Non-keens.	Other manufactures of.	dollars.	dls.	dls.	dls.	No.	No.	No.
1821	..	48,110	..	..	..	..	298,079	263	1,317,446	..	752	..	..	..	..
1822	..	50	..	567	..	500	755,371	67	2,389,210	..	236	190	844	..	..
1823	..	1,208	..	87,601	38,475	22,036	595,684	288	3,122,186	..	1,086	25	..	..	4,659
1824	..	2,520	..	..	..	..	177,015	..	2,430,856	..	2,748	930	..	560	..
1825	12	..	520	53	..	..	310,544	66	3,060,148	16	17,135	900	..	250	5,495
1826	30	10,623	300	..	..	..	274,970	25	2,746,704	410	2,219	1285	..	5,376	186,126
1827	..	..	350	..	..	..	172,668	..	1,338,227	..	1,080	155	12	4,099	90,513
1828	70	..	919	..	..	24,390	304,074	..	2,234,190	905	2,475	1000	2250	4,508	7,800
1829	45	..	443	2,253	..	..	452,473	..	1,016,003	10	104	107	40	8,465	101,790
1830	15	..	..	..	..	8,104	170,739	3	971,679	..	715	510	..	6,852	89,696
1831	78	..	35	200	22	21,100	87,481	30	1,306,323	..	1,358	..	257	15,099	76,141
1832	20	..	183	890	68,871	25,932	95,072	1335	2,027,503	10	326	69	106	12,734	43,570
1833	125	3,500	..	500	79,933	6,400	30,339	8750	1,263,082	238	1,219	..	28	31,082	123,982
1834	90	..	10	..	..	..	46,845	8920	1,016,158	..	430	..	174	5,292	78,706
1835	362	..	..	..	..	..	6,433	..	927,017	..	1,000	..	..	14,472	3,650
1836	112	168	1415	398	210	50	28,348	12	1,297,770	..	3,084	..	..	10,512	8,573
1837	771	17,000	902	..	..	35,990	35,990	1237	2,104,581	..	7,567	..	..	18,061	99,354
1838	504	4,300	..	..	138	4,000	27,049	..	965,572	..	3,541	922	..	7,630	15,702
1839	..	200	..	..	66,830	..	2,379	..	978,183	..	521	..	..	6,248	..
1840	..	..	670	..	..	..	1,100	1263	779,629	..	2,925	..	..	4,713	141,818
1841	..	..	..	..	..	485	217	55	285,773	..	717	..	..	3,386	165,780
1842	..	..	122	..	..	..	53	..	359,718	..	..	9	..	6,546	8,817
1843	..	..	822	..	..	..	..	15	226,539	..	36	..	..	10,276	..
1844	..	..	..	..	..	..	..	477	46,346	..	11	..	..	..	30,297

IMPORTS from China into the United States—continued.

YEARS ending 30th of September.	MADEIRA WINE.	COFFEE.	CASSIA.	GAMPHOR.	INDIGO.	PAPER.	IMPORTS FROM CHINA.			
	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	China ware.	Teas.	Sugar.	Cassia.
	gallons.	lbs.	lbs.	lbs.	lbs.	lbs.	dollars.	dollars.	dollars.	dollars.
1821	742	..	320,087	..	..	..	13,273	1,320,920	12,765	57,076
1822	850	..	491,234	..	..	..	17,090	1,858,962	53,318	89,491
1823	2,586	..	804,751	..	..	..	22,003	2,360,330	13,428	144,658
1824	322	357	1,043,590	..	..	..	8,820	2,785,683	9,803	142,103
1825	705	12,072	723,062	18,560	184	2883	29,979	3,725,075	35,001	199,796
1826	602	75,074	895,211	45,463	2,553	4041	29,854	3,740,415	89,936	270,155
1827	4,133	219	408,017	23,103	..	2376	33,369	1,711,145	54,238	58,784
1828	865	51,512	658,404	..	81,683	817	12,477	2,443,002	5,249	103,943
1829	326	48,795	622,689	61,976	94,300	1390	12,491	2,045,645	70,262	61,516
1830	301	945	375,181	..	..	2879	10,974	2,421,711	40,482	40,991
1831	3,766	132	221,973	..	..	3008	6,276	1,416,045	16,610	21,528
1832	633	10,352	450,499	3,319	..	7355	10,610	2,783,388	16,022	30,935
1833	207	2,201	907,039	67,050	..	3371	14,082	5,484,603	15,103	92,517
1834	17,071	10,140	1,327,605	4,290	2,213	4023	13,790	6,521,944	46,231	104,300
1835	33,283	191,534	1,032,265	20,632	..	4585	17,073	4,522,808	29,047	77,251
1836	20	75,785	1,120,905	39,378	8,822	1287	26,516	5,542,810	121,420	89,210
1837	386	1,132	1,188,354	338,097	4,432	1548	28,429	6,981,054	121,091	88,202
1838	326	65,513	461,487	15,333	39,109	1388	9,723	3,497,156	2,075	35,632
1839	..	1,200	438,806	667	1,280	31	4,233	2,128,419	143	31,867
1840	200	1,549	647,012	402,640	54,607	745	3,969	5,427,010	10,001	48,023
1841	95	..	563,536	39,803	2,766	..	1,356	3,166,245	6,545	45,745
1842	..	22,764	153,389	..	..	2620	3,320	4,367,101	3,672	42,132
1843	191	200	116,303	35,515	..	..	5,360	3,776,464	15	53,118
1844	127	1,406	1,075,809	99,993	..	1749	11,482	4,072,191	403	80,182

Unenumerated articles have been of very unimportant value, and are included in the preceding table of total imports.

STATEMENT exhibiting the Value of Foreign Merchandise, Exported to China, during the Years ending 30th of September, 1821 to 1844, inclusive.

YEARS ending 30th of September.	EXPORTS OF FOREIGN MERCHANDISE TO CHINA.					
	Specie.	Quicksilver.	Opium.	Cloths.	Cottons.	Worsted Stuff.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	3,391,467	..	..	103,040	3,785	70,768
1822.....	5,075,012	..	..	59,813	14,034	2,076
1823.....	3,684,182	..	..	92,932	27,509	15,493
1824.....	4,463,852	..	..	106,297	18,248	51,554
1825.....	4,523,075	153,457	..	170,663	140,750	39,589
1826.....	1,651,593	134,288	..	63,527	106,270	3,600
1827.....	2,513,318	200,201	201,804	18,871	76,274	303
1828.....	254,500	100,605	135,605	5,158	207,063	2,052
1829.....	601,563	161,061	103,247	427	32,301	..
1830.....	78,984	62,805	60,792	25,410	31,781	..
1831.....	207,024	256,751	650	31,209	140,664	105
1832.....	452,119	155,067	1,558	..	136,062	..
1833.....	290,456	17,971	11,043	105,060	106,932	6,506
1834.....	378,830	..	..	77,110	105,637	1,130
1835.....	..	..	..	..	..	..
1836.....	..	..	..	..	..	..
1837.....	155,000	7,000	52,221	..	11,735	..
1838.....	728,661	6,954	..	576	23,654	..
1839.....	987,475	..	..	..	218	..
1840.....	477,003	..	..	..	1,577	..
1841.....	426,592	..	..	..	..	..
1842.....	588,714	..	..	..	580	..
1843.....	571,660	..	..	319	150	..
1844.....	565,955	..	7,321	207	722	..

. Formerly large quantities of valuable furs, procured on the north-west coast of America, and of seal-skins, obtained from the numerous islands in the high latitudes of the southern ocean, were carried to China; and furnished no inconsiderable part of the American sales in the China market; but which never appeared in the American custom-house documents, or constituted any part of the official exports of the United States.

The great prices obtained at Canton for furs, particularly sea-otter skins, from the north-west coast of America, carried there by Captain Cook, induced others to engage in this trade. The enterprise of the Americans led them very early to engage in these long and hazardous trading voyages. The first undertaken, from the United States, was in a ship belonging to Boston, under the command of Captain Kendrick; and the discoveries made by this ship, along the north-west coast of this country, were afterwards urged, by the United States, in support of their claims in that quarter. These voyages, at first, afforded large profits, from the number of the skins procured, and which found a ready market at Canton. The quantity of these furs, for many years past, has greatly diminished, and this trade has become of comparatively small importance.

The Americans not only explored the north-west part of this continent for furs, but also visited the numerous islands in the southern ocean, in search of seal-skins, for the Chinese market. These latter voyages being at first also profitable, induced such competition, that the seal soon became scarce at the places usually visited. The Americans, however, with a spirit of enterprise and hardihood only equalled by those who pursue the whale, pushed their way through floating mountains of ice to still higher southern latitudes; and found the *fur-seal*.

in islands and regions before unknown. These perilous voyages were principally conducted by the hardy and adventurous fishermen of Stonington, in Connecticut, in vessels of from fifty to eighty tons. In June, 1833, the number of schooners employed in sealing, from Stonington and its vicinity, was twelve, whose aggregate tonnage was only 855 tons; averaging about seventy for each vessel, and manned by 202 men.—*Pitkin's Statistics*.

We have no official documents showing the value of the furs thus procured by the Americans for the Chinese market. An American gentleman, who was for some time consul at Canton, furnished Mr. Pitkin with a statement of the number and value of sea-otter and seal-skins, imported into Canton, in American vessels, from June, 1800, to January, 1803, with the number of American vessels, entering the port of Canton, during the same period, and the value of exports, for each year, from June 11, 1800, to June, 1802.

According to this statement, the number of sea-otter and seal-skins brought to Canton by the Americans, was as follows:—

D A T E S	S E A O T T E R		S E A L S K I N S.	
	Number.	Value.	Number.	Value.
From June 11th, 1800, to April 27th, 1801.	6,450	dollars 123,050	375,000	dollars. 276,283
From May 15th, 1801, to June, 1802.	11,187	258,263	426,710	303,195
From June, 1802, to January 9th, 1803.	13,720	274,000	297,000	137,600
	34,357	655,313	1,098,710	717,078

The number of American vessels, entering the port of Canton, during the first period, was thirty-three; of which seven were from Boston, seven from Philadelphia, and all the otter-skins were brought in the vessels from the former. The number of vessels in the second period was thirty-four—fourteen from Boston, and nine from Philadelphia; and in the third, the number was thirty-three—eleven from the former place, and six from the latter; and in the two last periods, most of the otters were also brought by the Boston vessels.

According to the same statement, the exports to the United States were:—

For the first period	dollars. 2,522,000
" " second period	3,742,194

Averaging those two years about 3,200,000 dollars; and the value of skins imported during the same periods, was about 1,080,000 dollars; equal to about one-sixth of the exports. Mr. Pitkin could obtain no information, as to the value of furs and skins carried to Canton, from 1803 to 1818.

About the year 1819, the American merchants began to carry British woollen and cotton goods, from the ports of Great Britain, directly to China. The value of British goods, imported into Canton by the American merchants, 1824—1825, was 794,514 dollars; and in 1826—1827, was 893,836 dollars.

The merchandise thus exported, from Great Britain, does not appear in the

American custom-house books; and makes no part of the official accounts of American exports to China. This trade has been continued.

RETURN of the Quantities and Value of Merchandise Exported from the Port of Canton, in forty-three American Vessels, of the burden of 19,269 Tons, to the Countries and Places undermentioned, during the Year ending 31st of December, 1844, viz.:—

Number in the Tariff.	A R T I C L E S.	Quantities.	To what Countries and Places Exported.	Estimated Value in Spanish Dollars.
				dollars.
	1. RAW PRODUCE.			
2	Aniseed stars.....piculs	8	New York.....	74
9	Camphor.....do.	150		3,425
12	Cassia.....do.	5,244		50,110
	Cassia buds.....do.	69	Manilla, New York, Boston, and Lima.....	1,115
13	China-root.....do.	320		1,125
22	Galangal-root.....do.	20	New York.....	55
23	Gamboge.....do.	12		620
28	Hartall or orpiment.....do.	74	New York and Mazatlan....	800
37	Musk.....catties	10		885
	Quicksilver.....piculs	20	Lima.....	2,350
45	Rhubarb.....do.	412	New York and Boston.....	14,548
46	Silk, raw.....do.	146	New York, Lima, and Mazatlan.....	24,350
52	Sugar, raw.....do.	4		25
55	Tea, viz.:—		Manilla and New York.....	
	Souchong.....piculs 27,352	115,716	Manilla, New York, Baltimore, Boston, Lima, and Mazatlan.....	5,064,926
	Pekoe.....do. 485			
	Pouchong.....do. 6,300			
	Oolong.....do. 1,056			
	Twankay.....do. 2,425			
	Hyson.....do. 4,218			
	Hyson skin.....do. 11,352			
	Young Hyson.....do. 54,237			
	Imperial.....do. 3,596	4	Lima.....	45
56	Gunpowder.....do. 4,709			
	Fobac co.....piculs			
	2. MANUFACTURED ARTICLES.			5,168,549
5	Bamboo ware.....piculs	113	New York and Lima.....	1,962
8	Bone and horn ware.....catties	27	New York, Lima and Sandwich Islands.....	55
14	China-ware.....piculs	725		8,675
15	Clothes, ready made.....catties	1,119	Manilla, New York, and Sandwich Islands.....	1,020
16	Copper, tin, and pewter-ware.....piculs	51	Manilla, Lima, and Mazatlan	2,564
18	Crackers and fireworks.....boxes	20,005	New York, Boston, Lima, &c.	15,070
20	Fans of all sorts.....catties	15,980	Manilla, New York, Boston, and Sandwich Islands....	15,254
21	Furniture.....piculs	102	Manilla, New York, Lima, and Mazatlan.....	2,550
26	Glue.....do.	15	Lima.....	156
27	Grass cloth.....catties	10,977	New York and Lima.....	8,850
29	Ivory ware.....do.	151	New York, Lima, and Sandwich Islands.....	450
30	Kittysols.....boxes	241		2,335
31	Lacquered ware.....piculs	115	Manilla, New York, Boston	8,054
35	Mats and matting.....do.	10,403	Lima, Mazatlan, and Sandwich Islands.....	80,765
36	Mother of pearl ware.....catties	3,932	New York, Boston, and Lima.....	5,890
38	Nankeens and dyed cottons.....piculs	7	New York, Boston, and Baltimore.....	1,020
2	Oil of aniseed.....do.	31		4,328
39	Painting oil.....number	50		300
	Pictures on rice paper.....do.	800		40
41	Paper of all sorts.....piculs	20	New York and Sandwich Islands.....	262
43	Preserves.....boxes	6,929	Manilla, New York, Boston, Lima, Mazatlan, and Sandwich Islands.....	27,182
44	Rattan-work.....piculs	591		12,745
46	Silk, thread and ribands.....catties	4,009		24,056
	Silk piece goods.....do.	129,144	Sandwich Islands.....	1,160,835
48	Shoes, women's.....do.	400		323
50	Soy.....piculr	10	Manilla and New York.....	90
58	Tortoise-shell ware.....catties	8	New York.....	35
60	Trunks, leather.....nesta	162	New York, Boston, Mazatlan, Lima, and Sandwich Islands.....	2,328
61	Vermilion.....boxes	109		5,672
	Miscellaneous exports and articles, not enumerated in the tariff.....	123,450	Total value of exports..	123,450
				6,686,171

Canton, the 31st of December, 1844.

FRANCIS C. MACGREGOR,
Her Majesty's Consul.

RETURN of the Quantities and Value of Merchandise Imported into the Port of Canton in forty-nine American Vessels, of 20,292 tons, burden, from the Countries and Places undermentioned during the Year ending 31st of December, 1844, viz. :

Number in the Tariff.	ARTICLES.	Quantities.	From what Countries and Places imported.	Estimated Value in Spanish Dollars.
		number.		dollars
	1. MANUFACTURES OF WOOL.			
47	Broad woollens.....changes	615		3,390
	Narrow ditto.....do	968		1,206
	Camlets.....do.	4,858		9,852
	2. MANUFACTURES OF COTTON.			
13	Longcloth, gray.....pieces	90,523	New York, Philadelphia, Boston, Baltimore, and Salem.	253,586
	Ditto, white.....do	6,398		19,224
	Ditto twilled.....do.	110,140		301,265
	Chintzes and prints.....do.	3,130		9,500
	Handkerchiefs.....dozens	250		932
	Cottons not enumerated.....value	30,548		30,548
14	Cotton yarn and thread.....piculs	1,788		45,482
	3. MISCELLANEOUS ARTICLES, RAW AND MANUFACTURED.			
8	Clocks, wooden, needles, &c.....value	5,966	New York.....	5,966
	Earthenware of all kinds.....do.	25	New York.....	25
20	Glass and glassware.....do.	30	New York.....	30
30	Metals, iron in bars, bolts, &c.....piculs	2,929	New York and Liverpool...	4,872
	Lead.....do.	22,598	New York, Boston, and Philadelphia.....	108,495
	Spelter.....do.	306		2,150
	Tin.....do.	1,084	Singapore.....	19,834
	Tin plates.....boxes	198	New York.....	1,190
45	Wine, beer, and spirits.....dozens	334½	New York.....	1,510
3	Betelnuts.....piculs	927	Singapore.....	3,185
10	Cochineal.....catties	5,586	New York.....	7,584
12	Cotton.....piculs	19,630	New Orleans, and Bombay.	166,965
24	Ginseng, first quality.....do.	495	New York, and Baltimore, Philadelphia.....	137,560
	Ditto, second ditto.....do	1,980		
32	Pepper.....do.	6,818	Singapore.....	36,446
31	Rattans.....do	1,716	Singapore.....	6,125
35	Rice and paddy.....do.	48,646	Manilla, Bati, Batavia.....	85,252
39	Skins and furs, viz. :—			
	Oxhides, beaver, fox, sea-otter, and racoon skins.....number	17,902	New York and Philadelphia	30,254
46	Wood, sandal.....piculs	1060	South Sea Islands.....	8,622
	— sapan.....do.	179	Manilla.....	315
	Miscellaneous imports, including articles not enumerated in the tariff.	....	....	18,675
	4. TREASURE		Boston, Mexico, and Lima ..	1,125,700
			Total.....	2,445,870

N.B. In these returns are not included the quantities of merchandise imported into Canton and Macao, in Portuguese Lorchas.

Canton, 31st of December, 1844.

FRANCIS C. MACGREGOR,
Her Majesty's Consul.

CHAPTER XXVII.

TRADE AND NAVIGATION BETWEEN THE UNITED STATES AND THE FOREIGN WEST INDIES, MEXICO, CENTRAL AMERICA, AND THE STATES OF SOUTH AMERICA.

IN defiance of the suicidal commercial policy of France, Spain, and Portugal, which prohibited any legal trade or intercourse on the part of foreign subjects or citizens, with their possessions on the continent of America and the West India Islands, the Anglo-Americans persevered and succeeded, during war and peace,

in supplying with provisions and merchandise, the French, Spanish, and Portuguese colonies.

In some instances, France allowed her colonies to receive foreign articles, which could not be supplied by the mother country; and those legal imports into the French colonies, from the United States, amounted in 1786, to 13,263,000 livres, or about (at the then value of French money in the West Indies) 520,000*l.* sterling. Imports by American ships from these colonies, amounted to about 7,263,000 livres. The extent and value of the illicit trade has at all times been uncertain.

At the commencement of the late war, declared by France against Great Britain, in the winter of 1793, France offered to secure to the United States, the trade of her colonies by a *national compact*; accompanied by a new treaty of alliance, under which the French colonies were to be afterwards ceded to France. The American government did not consider it politic to accept the offer.

During the war, however, France was compelled to leave open her colonial ports to all the world; and the Americans had a principal share in the trade with the French West India islands. The value of exports and imports, in each year, from 1795 to 1801, are stated as follows by Mr. Pitkin:—

Years.	Exports.	Imports.	Years.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795	4,954,952	15,751,758	1799	2,776,604	2,022,929
1796	8,408,946	15,743,774	1800	5,123,433	9,385,111
1797	8,565,053	14,030,337	1801	7,147,972	13,593,255
1798	5,344,690	15,380,091			

During the years 1804, 1805, 1806, and 1807, the average value of American domestic produce, carried to the French islands, was about 2,800,000 dollars, and of foreign produce, between 3,000,000 dollars and 4,000,000 dollars. The imports from them into the United States, during this period, were to a much larger amount: the greatest part of the imports were afterwards re-exported to France and other parts of Europe. After that period, most of the French West India islands were captured by the British.*

On the restoration of peace, in 1814, France resumed her former system of colonial policy; but the value of the commercial intercourse of the United States, with the islands remaining, after the loss of St. Domingo, had been comparatively of little importance.—(See *Tables of the Trade of the United States, &c.*)

HAYTI.—The American trade with the island of Hayti, since it came under the government of the blacks, has been continued: and since 1821, has far exceeded that with the islands still remaining in the possession of France. The principal articles exported to Hayti, are flour, rice, beef, pork, butter, lard, hams, cheese, and fish; and coffee and cocoa are the chief articles received in return.—(See *Tables* hereafter.)

American Trade with Spanish West Indies and American Colonies.—During the long wars in Europe, the Americans were the principal carriers of the rich products of the Spanish islands, and, to a great extent, supplied those islands also with the manufactures of Europe. The values of exports and imports, from 1795 to 1801, were as follows :—

Years.	Exports.	Imports.	Years.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795	1,389,219	1,739,138	1799	8,993,401	10,974,295
1796	1,821,347	1,718,026	1800	8,270,100	10,587,566
1797	3,595,519	4,123,362	1801	8,437,659	12,799,878
1798	5,082,127	8,139,167			

The exports of domestic and foreign produce to the Spanish colonies, from 1804 to 1820, were estimated as follows :—

Years.	Domestic Produce.	Foreign Produce.	Years.	Domestic Produce.	Foreign Produce.
	dollars.	dollars.		dollars.	dollars.
1804	1,725,662	1,176,998	1813	2,809,705	183,549
1805	2,806,112	4,884,776	1814	1,971,886	48,408
1806	2,391,172	8,476,061	1815	2,832,828	866,048
1807	2,470,472	9,870,753	1816	2,732,226	3,048,286
1808	631,086	3,545,967	1817	3,606,588	3,477,511
1809	3,352,271	3,333,346	1818	3,531,769	2,380,464
1810	3,182,318	3,604,791	1819	3,519,366	2,980,717
1811	3,606,510	3,973,099	1820	3,439,365	2,545,717
1812	2,640,502	1,334,638			

The trade of the United States with Cuba has been of considerable extent, the exports consist of quantities of flour, also beef, pork, dried fish, and lard. American manufactures, such as household furniture, coaches and carriages of different sorts, saddlery, hats, combs, buttons, gunpowder, glass, leather, boots and shoes, soap, and tallow candles, together with spermaceti, and several minor articles. In return for these, the imports are sugar, nearly one-half of that which is imported into the United States from all parts of the world has been received from that island, and from the same source we have received more than one-third of our coffee. With other parts of the Spanish West Indies, with Mexico, the Central Republic, Columbia, Buenos Ayres, Chili, and Peru, the American trade has been, and is, of considerable importance; Mexico, the Central Republic, Columbia, Brazil, Buenos Ayres, and Chili, are markets for domestic produce, manufactures of cotton, &c. The exports to Brazil of American domestic produce, consist of, viz.: flour, fish, beef, pork, hams, and butter, candles of spermaceti and tallow, whale oil, household furniture, hats, shoes, and boots, soap, cotton goods, and gunpowder; and also foreign articles, such as cotton and hempen goods, sail duck, cordage, teas, and spices; the American ships bringing back copper and raw hides, sugar, coffee, as well as gold and silver coin.

Subsequent to 1820, a separate account of the commerce with the island of Cuba, has been kept by the United States customs; together with the quantity of sugar, coffee, and molasses, imported in each year, since that period, viz. :—

Years.	Imports.	Exports.	Years.	Imports.	Exports.
	dollars.	dollars.		dollars.	dollars.
1821	6,584,849	4,540,680	1833	9,754,787	5,672,700
1822	7,299,322	4,270,618	1834	9,096,002	5,352,435
1823	6,952,381	5,405,365	1835		
1824	7,899,326	5,807,533	1836		
1825	7,556,412	5,120,702	1837	12,447,922	6,367,603
1826	7,658,759	6,132,432	1838	11,694,812	6,175,758
1827	7,241,849	6,816,088	1839	12,599,843	6,116,831
1828	6,123,135	6,403,991	1840	9,835,477	6,310,515
1829	4,866,524	5,578,889	1841	11,567,027	5,739,082
1830	5,577,230	4,916,735	1842	7,650,429	4,770,449
1831	8,371,797	4,893,842	1843	3,326,797	5,015,933
1832	7,068,857	5,312,151	1844	5,238,595	9,930,421

The following quantities of sugar, coffee, and molasses, have been imported from Cuba into the United States, during the following years.

Years.	Brown Sugar.	White or Clayed Sugar.	Coffee.	Molasses.
	lbs.	lbs.	lbs.	gallons.
1821	29,651,810	6,165,645	9,113,866	4,738,156
1825	31,387,099	6,914,813	19,167,025	6,214,367
1831	39,363,080	10,326,218	38,097,122	10,449,437
1840	48,126,706	12,967,463	25,331,888	15,377,778
1841	90,384,397	15,215,291	17,198,573	15,694,753
1842	67,586,332	15,224,332	14,321,458	13,526,616
1843	31,628,319	1,076,449	16,611,987	98,715,755
1844	114,362,368	4,720,678	18,628,875	194,059,165

The principal articles of domestic produce usually shipped from the United States to Cuba, are flour, fish, beef, pork, hams, lard, butter, rice, lumber, whale oil, and various domestic manufactures, as household furniture, coaches, and other carriages, hats, saddlery, glass, gunpowder, combs, and buttons, leather, boots and shoes, spermaceti and tallow candles, and soap; and of foreign produce, cotton, silk, flax and hempen goods, some wines, teas, spices, &c.

Quantity of flour, beef, pork, dried fish, and lard, exported to Cuba during the following years :—

Years.	Flour.	Beef.	Pork.	Dried Fish.	Lard.
	barrels.	barrels.	barrels.	quintals.	lbs.
1821	156,071	12,364	8,509	41,614	2,398,259
1825	109,698	13,170	1,410	51,280	3,274,107
1830	77,598	9,794	9,706	73,948	4,609,493
1840	69,819	4,029	3,628	69,018	5,539,245
1841	69,337	6,271	4,436	77,219	7,358,111
1842	46,846	6,286	4,146	86,110	5,318,875
1843	29,437	3,203	3,352	46,307	4,400,122
1844	24,875	7,800	6,164	107,493	6,390,873

The value of the following domestic manufactures, exported to Cuba, in the year 1830, was estimated at more than 800,000 dollars, viz. :—in

Household furniture	58,673
Coaches, and other carriages	16,945
Hats	182,216
Saddlery	21,961
Glass	20,688
Gunpowder	62,722
Combs and buttons	33,738
Leather, boots and shoes	157,738
Soap, and tallow candles	217,990
Spermaceti candles	62,413
Total	835,084

The American tonnage, employed in the trade with Cuba, since 1821, has varied from about 100,000 to 130,000 tons in each year (including the repeated voyages), and with the port of Havanna has, in some years, far exceeded that of all other nations.

In 1827, the number of vessels entering and clearing from this port, with their tonnage, was as follows :—

COUNTRIES.	ENTERED.		CLEARED.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
	number.	tons.	number.	tons.
United States	785	125,047	667	103,395
Spain	57	5,412	80	7,098
England	71	12,337	53	8,119
France	48	9,813	36	7,477
Denmark	21	3,458	17	3,114
Bremen	14	2,769	13	2,589
Netherland	24	4,284	19	3,371
Hamburg	12	2,021	13	2,251
Sardinia	8	1,380	7	1,313
Tucany	6	1,322	5	1,165
Sweden	3	442	2	300
Russia	2	476	2	476
Sicily	1	247		
Prussia	1	224		
Total, 1827	1053	169,281	916	147,731
„ 1843	1155	---	1150	---
„ 1844	1678	---	1638	---

The quantity of sugar and coffee imported into the United States, since 1821, from this island, has been, of the former, nearly one-half, and of the latter, from one-third to one-half of all those articles imported, from all parts of the world during this period.

The following statement exhibits the proportions of imports during the Year ending the 30th of June, 1844.

FROM	Total Imports.	In American Vessels.	In Foreign Vessels.	Total from Spanish Dominions.
Spain on the Atlantic	252,127	214,204	37,833	13,775,451
Spain on the Mediterranean	381,237	322,491	58,746	
Teneriffe	61,653	52,050	9,603	
Manilla	724,811	724,811	---	
Cuba	9,030,421	9,823,821	106,900	
Other Spanish West Indies	2,425,202	2,395,185	30,017	

See tables of exports to foreign West Indies and South America, &c., hereafter.

Porto Rico.—In an official document, published at Porto Rico, the general trade, in 1842, was stated as follows:—

From the above-mentioned documents, I find that the total
importations for that year amounted to . . . dollars cts.
5,757,403 84

Of which were imported in Spanish bottoms . . .	dollars	cts.
In American bottoms	3,410,577	57
In French bottoms	1,456,998	05
In English bottoms	151,371	12
In all other foreign bottoms	139,502	57
	598,954	52
	<hr/>	
	5,757,403	84

That the total exportations for the same year amounted to . . .	dollars	cts.
Of which were exported in Spanish bottoms . . .	1,563,109	19
In American bottoms	2,453,299	32
In French bottoms	911,138	31
In English bottoms	554,126	88
In all other foreign bottoms	947,583	65
	<hr/>	
	6,429,257	35

That the number of vessels "arriving" and "departing" are:—

	Arrivals.	Departures.
Spanish vessels	594	509
American vessels	438	399
French vessels	143	137
English vessels	88	91
All other foreign vessels	85	81
	<hr/>	<hr/>
	1348	1217

That the commercial revenue is this:—

Amount of duties collected on imports	dollars	cts.
" " " exports	1,026,266	95
" " " tonnage and anchorage dues	313,201	25
	98,882	98
	<hr/>	
	1,438,351	18

TOTAL Exports to the following Countries, since their Independence as separate Governments.

Y E A R S .	Mexico.	Venezuela, New Granada, and Peru.	Central America	Brazil.	Argentine and Cisplatine Republics.	Chili.	Hayti.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1831.....	....	....	....	1,381,760	....	....	....
1832.....	....	....	....	1,463,929	....	....	....
1833.....	....	....	....	1,341,390	....	....	....
1834.....	....	....	....	2,301,904	....	....	....
1835.....	6,470,144	2,233,255	99,522	2,393,754	573,520	921,438	....
1836.....	6,281,050	1,952,072	119,774	2,300,340	379,340	1,447,498	....
1837.....	4,173,257	944,534	224,772	1,863,806	151,204	1,702,601	....
1838.....	2,886,484	884,524	159,272	1,988,705	154,228	2,629,402	....
1839.....	2,331,151	767,348	239,854	1,929,927	626,052	1,421,184	975,158
1840.....	4,837,456	496,990	250,118	1,843,238	620,487	1,536,114	823,178
1841.....	6,178,218	658,149	306,497	2,076,095	659,779	1,308,155	....
1842.....	3,467,541	1,118,024	335,307	2,054,794	923,040	1,221,119	....
1843.....	5,408,091	957,543	575,016	2,272,101	699,728	1,463,940	1,609,033
1844.....	5,265,053	795,567	184,149	2,050,351	971,837	1,476,355	1,427,963
1845.....	9,029,221	1,064,016	183,793	2,608,656	708,918	941,884	....
1846.....	6,041,635	829,255	189,518	3,094,936	384,933	987,917	....
1847.....	3,880,823	1,080,109	157,663	1,743,209	273,872	1,487,790	....
1848.....	2,164,087	724,730	243,040	9,687,191	296,904	1,370,264	910,285
1849.....	2,787,362	750,795	210,242	2,637,485	463,363	1,704,533	1,122,539
1850.....	2,515,241	919,123	217,546	2,506,574	519,006	1,728,529	1,027,216
1851.....	2,036,620	872,027	149,913	3,517,273	818,170	1,102,988	1,155,657
1852.....	1,534,233	769,936	69,466	2,601,502	681,128	1,039,676	899,966
1853.....	1,471,887	745,458	52,960	1,792,288	1,505,985	1,049,463	458,679
1854.....	1,794,898	671,885	15,276	2,818,252	906,465	1,105,221	1,138,886

VALUE of Imports into the United States from 1821 to 1844, inclusive, from the following Countries, viz. :

YEARS.	Texas.	Mexico.	Columbia.*	Central America.	Brazil.	Argentine Republic.	Chili.	Hayti.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1821.....	..	..	..	..	605,180	..	..	2,246,257
1822.....	..	..	..	..	1,486,567	..	..	2,341,817
1823.....	..	..	..	..	1,214,810	..	..	2,352,733
1824.....	..	..	..	..	2,074,119	..	..	2,247,235
1825.....	..	4,044,647	1,837,050	56,789	1,156,707	749,771	229,519	2,065,329
1826.....	..	3,016,198	2,079,724	204,370	2,156,678	522,769	629,949	1,511,836
1827.....	..	5,331,867	1,550,248	251,842	2,060,971	80,065	184,693	1,761,309
1828.....	..	4,814,258	1,484,550	204,770	3,087,752	317,406	791,893	2,163,585
1829.....	..	5,026,761	1,255,310	311,931	2,535,467	512,114	416,118	1,799,809
1830.....	..	5,235,241	1,180,005	302,882	2,491,460	1,431,885	182,585	1,597,140
1831.....	..	5,106,745	1,207,154	108,504	2,375,820	1,298,103	413,758	1,580,578
1832.....	..	4,292,594	1,439,182	288,316	3,800,945	1,560,171	504,623	2,053,380
1833.....	..	5,452,818	1,524,622	266,746	5,080,093	1,377,117	334,130	1,740,058
1834.....	..	8,068,068	1,727,188	170,068	4,720,960	1,430,118	787,409	2,118,717
1835.....	..	9,400,446	1,662,764	215,450	6,574,406	878,618	917,095	2,347,556
1836.....	..	5,015,819	1,696,656	195,304	7,210,190	1,053,503	811,497	1,828,019
1837.....	163,384	5,654,002	1,667,315	163,402	4,591,893	940,442	1,180,156	1,440,856
1838.....	165,718	3,500,709	1,615,249	155,614	3,191,238	1,010,908	942,095	1,275,762
1839.....	318,110	3,127,153	2,023,210	192,845	5,292,955	1,150,546	1,106,641	1,377,989
1840.....	303,847	4,175,001	1,372,548	189,021	4,927,296	787,064	1,616,859	1,252,824
1841.....	305,026	3,294,957	2,156,121	186,911	6,302,653	1,657,747	1,230,090	1,609,684
1842.....	480,892	1,995,006	1,925,320	121,094	5,948,814	1,835,623	831,029	1,266,997
1843.....	445,309	2,782,406	1,442,376	132,167	3,947,658	763,488	857,506	898,447
1844.....	678,551	2,387,002	1,809,619	223,408	6,883,806	1,421,192	755,370	1,441,244

* Including Venezuela, New Granada, and Peru.

TABLE exhibiting the Value of Imports from and Exports to each of the following Countries in America from the United States, during the Year ending September 30, 1842, and nine Months ending June 30, 1843, and the Year ending 30th of January, 1844.

COUNTRIES.	1842 Imports.	1842 EXPORTS.				1843 Imports.	1843 EXPORTS.				1844 Imports.	1844 EXPORTS.			
		Domestic Produce.	Foreign Produce.	TOTAL.			Domestic Produce.	Foreign Produce.	TOTAL.			Domestic Produce.	Foreign Produce.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
French West Indies.....	109,160	495,397	23,609	519,066	135,921	281,828	13,108	294,936	374,605	581,568	35,978	617,546			
" Guiana.....	50,172	44,063	1,030	45,093	40,411	45,374	..	45,374	28,233	50,006	1,033	570,304			
Miquelon and French fisheries.....	..	4,932	..	4,932	119	5,215	..	5,215	..	3,484	..	3,484			
Hayti.....	1,206,997	844,452	55,514	899,966	898,447	610,796	42,574	653,370	1,441,244	1,082,807	45,549	1,128,356			
Spain on the Mediterranean.....	1,005,640	221,898	16,578	238,476	415,069										
Cuba.....	7,050,429	1,107,408	572,981	4,770,449	5,015,933	2,926,922	399,876	3,326,797	9,930,421	4,304,062	934,533	5,238,595			
Other Spanish West Indies.....	2,517,001	610,813	19,718	630,531	1,076,125	442,034	11,321	453,355	2,425,202	636,962	5,177	642,139			
Texas.....	480,892	278,978	127,051	406,029	445,309	105,240	37,713	142,953	678,551	196,447	81,101	277,548			
Mexico.....	1,995,096	500,371	564,862	1,534,233	2,782,406	907,745	564,192	1,471,937	2,387,002	1,392,752	502,081	1,775,332			
Venezuela.....	1,544,342	499,380	166,832	666,212	1,191,280	483,077	100,425	583,502	1,438,473	442,491	88,741	531,232			
New Granada.....	176,216	37,363	46,301	103,724	115,733	72,009	89,044	161,053	189,610	75,621	49,239	124,860			
Centr. America.....	124,094	46,649	22,817	69,466	132,167	34,460	18,497	52,956	225,408	103,577	46,083	150,276			
Brazil.....	5,948,814	2,322,571	375,931	2,601,502	3,947,658	1,508,584	223,704	1,792,288	6,885,506	2,409,418	..	2,409,418			
Argentine Republic.....	1,835,623	265,356	145,005	411,361	793,488	168,083	94,026	262,109	1,421,192	245,266	67,910	493,176			
Chilapine do.....	581,918	201,699	67,968	309,667	121,763	219,576	75,549	295,125	1,417,763	7,850,615	248,576	1,105,221			
Chili.....	831,039	1,379,941	308,735	1,639,676	857,556	809,883	179,580	1,049,463	755,374	14,053	2,754	16,807			
Peru.....	204,768	..	..	..	135,563	..	..	..	184,400	..	..	..
South America generally.....	..	147,222	1,200	148,422	..	98,713	..	98,713	..	125,938	..	125,938			

OFFICIAL Statistical View of the Tonnage of American and Foreign Vessels, arriving from, and departing to, other Countries in America and the West and East Indies, &c., during the Year ending the 30th of September, 1842; the Nine Months ending the 30th of June, 1843; and the Year ending the 30th of June, 1844.

COUNTRIES.	1842				1843				1844			
	AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.		AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.	Entered the United States.	Cleared from the United States.
	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.
Swedish West Indies	1,206	2,663	73	726	721	949	..	..	763	1,478	..	141
Danish West Indies	21,680	26,740	5,334	700	24,248	23,036	3,660	358	23,749	24,548	2,482	363
Dutch East Indies	4,861	714	..	..	701	2,890	..	..	3,341	4,656	..	281
Dutch West Indies	8,674	4,254	708	528	7,801	3,754	124	248	17,636	4,981	602	89
Dutch Guiana	3,900	5,454	..	..	3,540	3,006	..	..	6,002	7,363	..	..
British East Indies	10,099	9,079	285	1,129	378	214	..	..	7,140	10,479	..	..
Mauritius	..	365	352	..	5,061	5,415	..	..	..	683	458	..
Australia	1,205	1,787	..	..	299	290	..	..	986	415	..	..
Cape of Good Hope	..	..	..	..	..	400	..	..	213	1,639	250	..
British West Indies	64,363	86,691	37,466	16,670	51,879	75,962	33,905	14,388	76,315	123,501	40,956	26,834
British Guiana	2,445	5,331	7,010	3,045	3,156	7,425	65	708	4,845	10,470	6,860	2,868
Honduras	5,271	5,679	274	17	2,990	6,145	5,716	2,094	5,991	7,914	658	307
British American colonies	334,634	323,383	359,830	417,409	209,806	202,607	214,112	233,092	723,262	696,865	473,922	516,231
Bourbon	..	..	..	98	..	562	..	..	..	..	..	..
French West Indies	13,326	29,790	6,120	1,180	1,173	24,006	..	103	24,645	37,375	10,924	2,253
French Guiana	1,986	1,512	392	257	216	737	..	..	1,313	2,322	222	..
Miquelon & French Fisheries	..	2,002	..	446	..	1,329	..	226	580	4,105	..	576
Hayti	26,531	21,115	410	363	16,468	16,606	307	717	30,182	26,710	307	649
Manilla and Philippine islands	7,817	4,797	214	..	4,615	1,401	..	..	6,636	6,233	..	..
Cuba	179,797	182,456	16,757	9,719	117,847	136,338	7,069	4,897	209,322	224,618	5,205	7,588
Porto Rico	56,635	29,565	1,304	1,134	33,245	18,361	171	340	60,807	28,143	611	683
Texas	22,400	24,316	1,768	1,309	1,890	1,802	..	..	19,019	20,065	1,876	1,779
Mexico	13,481	15,912	1,580	1,226	9,991	8,030	1,176	884	24,534	22,636	4,170	1,804
Venezuela	12,387	9,742	2,796	3,211	..	..	..	..	11,601	8,835	1,498	1,839
New Granada	1,837	1,615	744	161	..	..	..	..	2,146	1,091	..	..
Central America	2,281	1,698	..	165	1,090	1,245	260	..	2,547	2,251	119	120
Brazil	37,658	37,778	5,593	2,643	32,466	32,060	2,179	1,395	48,550	46,250	14,802	1,810
Argentine Republic	11,617	1,120	2,200	..	0,836	2,144	200	..	11,068	4,833	2,008	566
Chilapine Republic	6,104	14,215	938	812	2,755	6,838	..	303	445	12,519	615	1,159
Chili	3,072	7,092	..	694	3,186	5,378	..	..	3,206	7,247	..	..
Peru	316	..	..	..	277	446	..	..	551	404	..	..
South America, generally	..	1,587	..	..	..	755	..	..	95	..	..	..
China	12,125	7,259	362	364	13,400	13,532	..	..	15,035	11,262	864	..
West Indies, generally	..	16,920	71	710	142	15,038	..	169	..	15,425	..	168
South Seas	39,046	50,481	..	..	32,396	26,549	..	..	47,723	51,620	..	400
Sandwich islands	799	510	..	..	1,220	593	..	..	1,245	1,972	..	..
North-west coast of America	..	202	..	..	..	..	..	..	296	667	..	..
Total	899,208	934,047	446,656	465,076	589,759	645,975	268,944	260,012	583,025	1,432,075	568,769	568,804

CHAPTER XXVIII.

TRADE OF THE UNITED STATES WITH FRANCE.

THE trade between France and the United States, in 1787, was, according to M. Peuchet, as follows:—

Exports to the United States, from France and dependencies.

	livres.
Coffee, sugar, rum, syrup, salt, olive oil, fruits, brandy, wine, and liqueurs, amounted to	10,675,000
Cotton, drugs, &c., to	694,000
Stuffs, laces, silk, hosiery, linen, cambric, soap, gloves, gunpowder, glassware, and hardware, to	1,238,000
	12,607,000
Or about 2,500,000 dollars.	
	livres.
Grain, fish, and bread stuffs, amounted to	4,483,000
Boards, timber, staves, live stock, fish oil, peltry, pitch and tar, potash, linseed, and tobacco, to	19,283,000
Manufactures, introduced into the colonies, to	547,000
Negroes	226,000
	24,539,000

Or about 5,000,000 dollars.

For about three years preceding the French Revolution, the average value of imports from the United States into France alone, was estimated at 9,600,000 livres, or about 1,520,000 dollars; and the exports from France to the United States, at 1,800,000 livres, or about 380,000 dollars.*

In 1792, according to the statement of the secretary of state, the exports to France and dependencies amounted to 4,698,735 dollars, and the imports to 2,068,348 dollars.

The articles of domestic produce usually shipped to France, are cotton, tobacco, hops, some fish, pot and pearl ashes, whale oil and whalebone; and those of foreign produce, principally sugar and coffee, with some teas, cocoa, pepper, and other spices. The principal imports are wines, brandy, silks, olive oil, and jewellery of all kinds; and, latterly, cotton goods.

STATEMENT of the Value of Exports and Imports, from 1795 to 1801.

Years.	Exports.	Imports.	Years.	Exports.	Imports.
	dollars.	dollars.		dollars.	dollars.
1795	7,698,683	3,671,331	1799	...	901,018
1796	3,171,759	1,835,066	1800	40,400	74,228
1797	3,825,231	3,045,796	1801	3,985,292	1,013,690
1798	1,476,588	1,371,727			

* The small amount of this commercial intercourse, particularly in exports, disappointed the expectations of the French nation, and Monsieur Arnould, referring to this balance against France, says—"Voilà donc pour France le *ne plus ultra* d'un commerce, dont l'espoir a pu contribuer, à faire sacrifier quelques centaines de millions, et plusieurs générations d'hommes."

VALUE of Domestic and Foreign Produce, Exported to France from 1804 to 1820.

Years.	Domestic Produce.	Foreign Produce.	Years.	Domestic Produce.	Foreign Produce.
	dollars.	dollars.		dollars.	dollars.
1804	3,219,112	5,604,942	1813	1,780,291	2,296,453
1805	3,079,862	9,885,602	1814	286,429	30,018
1806	3,226,698	8,197,694	1815	5,033,084	1,853,859
1807	2,715,141	10,315,678	1816	7,352,676	2,222,660
1808	708,670	2,126,396	1817	7,114,535	1,695,232
1809			1818	8,719,445	3,346,577
1810	16,782	1,672	1819	6,612,499	2,729,549
1811	673,708	1,119,302	1820	5,461,889	2,134,854
1812	402,803	2,435,218			

From 1821 to 1844, the value of imports and exports was as follows:—

Years.	Imports.	Exports.		Years.	Imports.	Exports.	
		Domestic Produce.	Foreign Produce.			Domestic Produce.	Foreign Produce.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1821	4,989,940	5,168,698	359,861	1833	13,431,678	10,806,583	2,965,638
1822	6,089,940	4,744,490	1,280,870	1834	17,141,173	12,715,754	2,793,220
1823	5,666,730	5,001,775	3,699,554	1835			
1824	7,188,567	7,851,630	1,846,043	1836			
1825	10,868,786	7,525,935	3,352,467	1837	22,083,614	17,350,914	2,339,664
1826	8,579,520	9,348,929	1,799,855	1838	17,771,797	15,715,451	1,260,102
1827	8,527,232	9,187,558	3,336,945	1839	32,531,321	15,966,108	2,264,841
1828	9,390,854	7,698,337	3,375,233	1840	17,572,876	18,919,327	2,922,227
1829	8,838,978	8,894,045	2,854,350	1841	23,933,812	18,410,367	3,356,388
1830	7,722,198	9,901,146	1,092,813	1842	16,974,058	16,015,298	1,150,552
1831	14,065,743	5,635,424	3,529,378	1843	7,657,686	11,570,872	525,279
1832	12,175,758	9,942,576	2,677,147	1844	17,549,484	12,066,212	2,372,188

STATEMENT of the following Articles Imported into the United States from France, during the Years from 1830 to 1833.

A R T I C L E S.	1830	1831	1832	1833
Silks.	dollars.	dollars.	dollars.	dollars.
Piece goods	2,256,529	4,863,507	3,232,758	5,282,060
Other manufactures of silk.	1,281,749	1,862,175	1,536,144	986,030
Sewing silk . . . . .	....	236,923	164,021	66,244
Hosiery, twist, &c. . . . .	....	125,344	114,894	93,353
Total of silks	3,538,278	7,087,949	5,047,817	6,427,687
Wines	635,021	653,030	891,688	499,053
Brandies	200,899	256,529	616,358	850,583
Cotton Goods.				
Printed or coloured	355,227	991,689	654,844	539,941
White	178,784	427,509	409,257	126,384
Hosiery, gloves, &c.	4,001	21,540	20,172	8,273
Twist, yarn, &c.	693	169	1,919	1,301
Nankeens	326	3,257	1,154	273
All others	79,284	96,568	142,685	119,609
Total of Cotton Goods	618,316	1,540,732	1,230,031	795,781

STATEMENT of the Exports and Imports from the United States into France, during the Year 1841.

EXPORTS from France to the United States.

ARTICLES.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
	number.	frances.	number.	frances.
Silk goods.....kilogrammes	800,358	93,477,735	444,623	52,225,918
Woolens.....do.	697,690	15,849,152	660,877	14,857,445
Cottons.....do.	374,671	14,130,959	473,574	11,118,864
Wines.....litres	12,261,787	7,222,685	12,185,050	7,183,934
Plain works.....kilogrammes	116,750	5,870,000	3,063	122,520
Coloured silk.....do.	51,187	4,802,765	1,941	98,895
Leather goods.....do.	129,010	4,835,808	128,749	4,829,288
Lawn, &c.....do.	....	4,608,560	....	4,552,075
Mercery.....do.	401,562	3,324,802	394,302	3,252,552
Brandy.....litres	3,974,132	2,786,106	3,962,521	2,774,771
Earthenware and glass.....do.	....	2,782,212	....	2,716,282
Madder.....kilogrammes	1,907,507	1,967,507	1,907,507	1,907,507
Perfumery.....do.	202,028	1,414,196	202,028	1,414,196
Fashions.....do.	....	1,310,562	....	1,308,462
Olive oil.....kilogrammes	769,431	1,308,038	89,588	159,300
Linens.....do.	59,108	1,231,838	49,918	665,314
Volatile oil.....do.	12,231	1,228,100	8,289	828,000
Stationery.....do.	302,906	1,036,001	272,851	937,371
Watches.....do.	....	1,033,683	....	118,137
Leather.....kilogrammes	129,451	753,192	119,223	715,536
Table fruits.....do.	1,043,660	719,476	705,615	584,934
Straw mats.....do.	18,331	714,000	470	7,152
Liquor.....litres	185,194	555,582	173,190	519,570
Straw hats.....do.	....	456,651	....	265,185
Toys.....kilogrammes	71,311	382,104	67,951	367,124
Tartaric acid.....do.	192,535	346,036	158,688	277,704
Hats, felt.....do.	....	331,742	....	334,762
Wool.....kilogrammes	80,268	321,072	....	....
Musical instruments.....do.	....	292,000	....	274,131
Colours.....kilogrammes	102,687	270,872	70,494	258,090
Cork goods.....do.	89,735	269,205	29,063	89,889
Metal works.....do.	159,231	262,019	155,145	252,007
Fancy goods.....do.	....	258,519	....	258,510
Silk umbrellas.....do.	....	253,167	....	253,167
Verdigris.....kilogrammes	125,750	245,518	122,759	245,518
Medicines.....do.	30,058	221,610	29,838	219,495
Furniture.....do.	....	219,265	....	219,067
Jewellery.....kilogrammes	419	191,077	373	141,377
Baskets.....do.	43,618	185,098	42,109	179,042
Fish in oil.....do.	68,529	171,324	68,529	171,323
Stone works.....do.	....	169,595	....	159,992
Arms.....kilogrammes	11,330	155,558	2,690	43,821
Phosphoric acid.....do.	2,646	132,300	2,646	132,300
Metal plates.....do.	8,857	88,570	8,857	88,570
Provisions.....do.	122,632	85,422	75,200	52,640
Cutlery.....do.	4,989	59,968	583	10,716
Silk-worm eggs.....do.	25	12,800	25	12,800
Other articles.....do.	....	5,233,461	....	4,039,703
Total exports, 1841, frances.....	....	183,562,015	....	121,233,599
Ditto 1841, dollars.....	....	34,417,878	....	22,731,298
Ditto 1840, dollars.....	....	25,229,456	....	15,142,410

STATEMENT of Imports, Deliveries, and Stocks of Cotton at Havre. from January 1st to December 31st, for Ten Years.

YEARS.	STOCK—1st JANUARY.		IMPORTS.		DELIVERIES.	
	United States.	All Kinds.	United States.	All Kinds.	United States.	All Kinds.
1844.....	bales. 28,200	bales. 100,000	bales. 266,515	bales. 279,095	bales. 300,415	bales. 326,095
1843.....	101,400	110,000	303,127	325,297	312,038	330,373
1842.....	84,000	90,000	341,810	369,197	324,116	349,197
1841.....	75,000	80,000	341,463	357,383	332,403	347,383
1840.....	48,400	57,000	362,645	375,643	335,145	352,642
1839.....	30,500	33,700	227,778	264,168	299,888	210,868
1838.....	28,800	33,000	273,664	291,520	272,164	293,820
1837.....	34,300	45,500	221,317	248,859	226,817	261,359
1836.....	12,200	18,800	228,370	260,386	204,270	233,586
1835.....	19,700	22,000	188,055	214,809	186,555	217,700

IMPORTS into France from the United States.

ARTICLES.	GENERAL COMMERCE.		SPECIAL COMMERCE.	
	Quantity.	Value.	Quantity.	Value.
	number.	francs.	number.	francs.
Cotton.....kilogrammes	66,325,714	119,386,285	60,349,569	90,629,224
Leaf tobacco.....do.	11,227,791	23,823,919	9,407,710	21,637,733
Rice.....do.	3,933,076	1,573,206	3,537,111	1,420,982
Potash.....do.	2,221,707	1,333,024	1,929,604	1,157,762
Articles of oak.....pieces	3,491,805	1,131,733	3,571,714	1,155,420
Whalebone.....kilogrammes	280,925	983,228	321,500	1,124,282
Raw hides.....do.	736,849	894,060	726,828	847,432
Vanilla.....do.	2,805	725,250	10	177,500
Provisions.....do.	834,120	583,883	3,949	2,764
Coffee.....do.	571,757	488,543	259,680	220,730
Palm hats.....pieces	100,084	418,740	67,874	267,234
Dye woods.....kilogrammes	2,602,875	520,575	1,247,744	249,549
Volatile oil.....do.	8,488	260,280	4,375	151,060
Quercitron.....do.	708,630	255,110	820,002	295,201
Pearls.....grammes	10,720	214,400	10,290	205,800
Wax.....kilogrammes	13,805	167,610	101,058	202,116
Cocoa.....do.	151,155	136,040	105,637	95,073
Pimento.....do.	78,296	109,614	38,624	54,674
Silk goods.....do.	752	90,188	103	11,356
Cochineal.....do.	2,866	85,997	11,062	331,831
Cabinet woods.....do.	247,300	76,028	203,080	63,178
Copper.....do.	35,603	71,386	32,820	65,040
Tea.....do.	9,477	56,862	355	2,130
Wheat flour.....do.	113,101	39,585	1,071	375
Gum copal.....do.	15,157	36,377	21,056	52,695
Woollen goods.....do.	1,255	23,981	5	35
Indigo.....do.	984	15,744	483	7,728
Raw sugar.....do.	28,656	12,918	10,806	4,928
Cotton cloth.....do.	314	8,732		
Lac.....do.	814	3,664	9,804	25,687
Pepper.....do.	227	318	286	400
Straw mats.....do.	21	273	21	273
Other articles.....	...	1,536,120	...	1,029,506
Total imports, 1841.....francs	...	157,070,691	...	121,490,951
Ditto 1841.....dollars	...	20,450,751	...	22,592,053
Ditto 1840.....dollars	...	32,967,440	...	22,115,566

AMERICAN Official Statement of the Value of Imports into the United States from France, during the Year ending the 30th of June, 1844.

FROM	Value of Imports.	In American Ships.	In Foreign Ships.	TOTAL IMPORTS.
	dollars.	dollars.	dollars.	dollars.
France on the Atlantic.....	15,946,166	15,507,835	438,231	17,952,412
France on the Mediterranean...	1,603,318	1,155,661	447,657	
French Guiana.....	28,233	28,233	...	
French West Indies.....	374,695	345,248	31,447	

See also Tables of the General Trade and Navigation of the United States with all Foreign Countries.

Exports from the United States to France, during the year 1844.

	dollars.
Value of domestic produce.....	13,066,212
Value of foreign produce.....	3,372,188

Total..... 16,438,400

See Cotton Trade of America for exports of cotton wool to France. See also Miscellaneous Tables.

TRADE BETWEEN THE UNITED STATES AND THE CONTINENTAL PORTS OF EUROPE
(EXCLUSIVE OF FRANCE).

The trade carried on by American ships and citizens with the ports of continental Europe, exclusive of France, has been of important extent. To **HAMBURG** and **BREMEN**, the value of exports of the United States, consisting chiefly of tobacco, cotton, wool, rice, rum, whale oil, skins, furs, pot and pearl ashes, coffee, sugar, teas, cocoa, pepper, and other spices, will be found in the foregoing and following tables of the general trade of the United States.

To **HOLLAND**, the exports are nearly of a similar kind, and from the **Hanse Towns**, and from **Holland**, manufactures are imported into the United States, or carried by American ships to the foreign markets.

The trade from the United States to the ports of the Mediterranean, consists chiefly in the exports of cotton, sugar, fish, whale oil, &c., to **Trieste** and the **Italian** ports; and carrying away wines and some manufactured goods. Some trade is also carried on by the United States' ships with **Turkey**, the coasts of **Africa**, and **Asia** within the Mediterranean.

To **RUSSIA**, the exports from the United States have been unimportant, consisting chiefly of some cotton, tobacco, rice, and oak-bark, of our domestic produce, and coffee, sugar, spices, and dye-woods, being the articles of foreign produce mainly exported. The imports from **Russia** have been of great amount and value (see *Tables*), principally of iron, hemp, cordage, duck, various species of cloth wrought from hemp and flax, such as shirtings, tickings, both broad and narrow, drillings, and diapers. With **SWEDEN**, the trade of the United States has been inconsiderable; iron formerly constituting the principal import to this country, for which were returned tobacco, rice, whale oil, and other articles of domestic as well as foreign produce. **DENMARK** also ranks low in the amount of its commercial intercourse with the United States.

The trade between the United States and **SPAIN** has been greatly restricted by the pernicious prohibitory and high customs duties of the latter. Cotton and some articles are exported in return for wines, &c., from the United States.

To **PORTUGAL** and **MADEIRA**, the United States have exported some wheat, maize, flour, fish and fish oil, staves, &c., in return for wines, salt, fruit, &c.—For details, see the *Tables of Trade generally*.

CLASSIFIED Summary of the Value of Merchandise Imported into the United States, from the following European Countries, during the Year ending the 30th of June, 1844.

WHENCE IMPORTED.	Free of Duty.	Paying Duties ad valorem.	Paying specific Duties.	TOTAL.	In American Vessels.	In foreign Vessels.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Russia	109,390	293,584	656,445	1,059,419	1,036,596	22,823
Prussia	123	7,057	4,952	12,009	12,417	192
Sweden and Norway	123	16,705	405,006	421,834	39,382	382,452
Hanse Towns	91,074	1,463,291	180,021	2,136,386	88,310	2,048,076
Holland	594,429	333,670	381,982	1,310,081	860,001	450,080
Belgium	37,283	554,460	43,034	634,777	430,574	204,203
Gibraltar	14,275	10,414	19,585	44,274	44,274	
Portugal	16,082	4,428	170,195	189,705	187,805	11,900
Madeira	1,045	2,532	18,727	22,904	22,904	
Fayal	2,668	8,074	18,828	29,570	26,342	3,228
Italy	97,085	707,248	292,593	1,096,926	793,993	302,933
Sicily	72,122	246,871	103,780	402,773	322,661	140,112
Trieste	40,777	43,325	147,987	232,089	150,711	81,378
Turkey	52,555	196,587	136,324	385,866	272,008	113,858
Total	1,129,108	4,330,846	2,588,459	8,049,213	4,288,078	3,761,235

In the trade with all countries the total number of American ships entered is 8148; 1,977,438 tons; 97,459 men; 3421 boys; total crews, 100,870. Number of foreign ships entered 5,577; 916,922 tons; 55,948 men; 1004 boys. Total crews, 56,952. Total American and foreign ships, 13,725; 2,894,430 tons; 153,407 men; 425 boys. Total crews, 157,832.

TRADE OF THE UNITED STATES WITH THE PRINCIPAL COMMERCIAL CITIES OF WESTERN EUROPE, DURING THE YEAR 1843.

HAVRE.

Cotton	bales	299,918	Rosin	brls.	10,629
Tobacco	hhds	14,783	Lead	pigs	70,047
Rice	tcs.	12,129	Quercitron	casks	305
Pot ashes	brls.	7,974	Skins	number	29,509
Lard		16,146	Whalebone	lbs.	357,280
Tallow	casks	3,163	Number of vessels arriving from the		
Salt beef	brls.	994	United States		248
Wax	casks	1,316	Number of emigrants who embarked		
Flour	brls.	2,159	for the United States		8,500

Price of passage, varied from 75 francs to 100 francs, without provisions, which cost from 40 francs to 50 francs more. Average fare, every thing included, about 25 dollars.

BREMEN.

Tobacco and stems	hhds.	35,478	Flour	brls.	784
Tobacco	boxes	1,579	Pork and beef	hhds.	934
Tobacco	bales	288	Turpentine	casks	50
Cotton	"	20,053	Castor oil	"	45
Rice	tcs.	10,284	Sperm candles	boxes	25
Whale oil	brls.	34,825	Hops	bales	532
Quercitron	casks	270	Sassafras	lbs.	43,922
Pearl ashes	brls.	374	Number of vessels (indirect) arriving		
Pot ashes	"	3,300	from the United States		144
Whalebone	lbs.	167,161	Number of emigrants who embarked		
Rosin	brls.	11,987	for the United States		9,844
Lead	lbs.	334,400			

Price of passage (provisions, &c., furnished by the owners of the ship) from 20 rix dollars to 25 rix dollars, according to the season of the year, and port of destination. Average fare, about 17 dollars.

ANTWERP.

Cotton.....bales	33,144	Whale oil.....brls.	6,666
Tobacco.....hhds.	15,340	Pot ashes....."	13,014
Rice.....tcs.	7,907		

[Some other articles, such as rosin, quercitron, and whalebone, were also received in small quantities, but the correspondent was unable to ascertain the precise extent.]

Number of vessels arriving from the United States.....	86
" emigrants who embarked for the United States.....	2,749
Price of passage, fare included, 23 dollars.	

HAMBURGH.

Cotton.....bales	26,247	Quercitron.....casks	252
Tobacco and stems.....hhds.	1,607	Castor oil....."	23
Rice.....tcs.	9,460	Turpentine....."	75
Whale oil.....brls.	13,000	Clover-seed....."	104
Whalebone.....lbs.	278,000	Number of arrivals from the United States, direct.....	62
Pot and pearl ashes.....casks	497	Number under American flag, indirect.....	35
Rosin.....brls.	12,630	Number of emigrants who embarked for the United States.....	1,956
Hops.....bales	1,263		
Cheese.....boxes	47		

Average price of passage, provisions, &c., included, 25 rix dollars—about 19 dollars 50 cents United States currency.

AMSTERDAM.

Cotton.....bales	8,500	Tallow.....casks	209
Tobacco and stems.....hhds.	11,970	Turpentine....."	499
Rice.....tcs.	3,577	Flour.....brls.	224
Pot ashes.....brls.	6,631	Pork....."	210
Rosin.....brls.	9,448	Number of arrivals from the United States.....	46
Whale oil.....casks	3,055	Number of indirect American vessels from the United States.....	9
Whalebone.....lbs.	72,105	Number of emigrants, not exceeding....	250
Lead.....pigs	3,081		
Staves.....number	190,280		

Price of passage, including fare, 24 dollars 50 cents.

ROTTERDAM.

Cotton.....bales	8,293	Staves.....number	250,000
Tobacco and stems.....hhds.	15,171	Deer-skins.....bales	29
Rice.....tcs.	2,877	Furs.....boxes	26
Pot and pearl ashes.....brls.	5,475	Tallow.....casks	10
Rosin....."	7,660	Sperm candles.....boxes	5
Whale oil....."	11,404	Pitch.....casks	70
Whalebone.....lbs.	5,060	Number of arrivals from United States.....	57
Lead.....pigs	1,254	Indirect American vessels.....	4
Quercitron.....casks	203	Number of emigrants, about.....	300

Price of passage, including provisions, 23 dollars 50 cents.

Of the 624 bottoms employed in carrying the foregoing produce of the United States, 414 were American, 147 Hanseatic, twenty-seven French, twenty-two Swedish and Norwegian, eight English, five Hanoverian, four Belgian, four Dutch, two Prussian, and one Danish.

The sales of tobacco at the five ports on the North Sea, amounted, in 1843, to 68,970 hogsheads; less by 13,015 hogsheads, than in 1842. Prices in 1842 ruled so low, compared with former years, that the trade overstocked itself.

RECAPITULATION of the Export of Flour from the United States, for Eleven Years, distinguishing the Countries to which Exported.

WHERE TO.	1834	1835	1836	1837	1838	1839	1840	1841	1842	1843	1844
	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.
Swedish West Indies....	6,390	5,732	3,807	3,836	3,083	7,119	7,882	15,624	10,673	2,174	7,420
Danish West Indies.....	45,923	55,304	50,448	27,973	25,583	35,501	45,148	42,393	40,143	37,667	51,723
Dutch East Indies.....	2,747	3,152	867	400	1,439	846	2,309	7,841	390	1,680	2,603
Dutch West Indies.....	13,920	13,103	14,435	8,269	6,510	9,424	13,157	14,932	12,086	12,126	15,972
England.....	19,687	5,376	161	..	8,245	167,582	620,728	205,151	201,896	14,214	106,576
Gibraltar.....	22,339	16,366	1,008	..	..	6,341	12,891	19,229	5,493	4,033	7,963
British East Indies.....	2,185	1,400	894	15	55	2,550	4,565	11,357	4,550	4,270	820
British West Indies.....	65,816	118,307	70,305	68,328	75,521	130,310	232,329	210,465	237,473	170,577	303,394
British American Colonies	131,975	75,406	42,300	23,315	29,591	140,307	432,350	377,806	369,048	192,322	310,922
France.....	2,805	501	..	..	..	400	71,316	1,340	470	3,304	3,287
French West Indies.....	5,043	6,827	3,721	1,407	2,081	11,486	10,491	4,730	8,061	5,721	9,277
Haiti.....	47,116	59,212	26,804	15,557	14,732	16,839	28,721	36,156	24,745	22,980	41,801
Cuba.....	102,837	93,511	92,390	55,537	79,681	90,450	69,819	69,337	46,846	29,437	34,875
Spanish West Indies.....	13,145	19,423	16,065	9,310	13,135	15,369	20,906	15,566	12,392	11,170	17,222
Madeira.....	5,096	3,109	6	..	1,010	3,087	5,108	331	31	4,506	1,898
Cape de Verdes.....	2,307	1,716	411	216	259	1,092	4,167	1,324	842	823	1,855
Texas.....	..	..	..	5,307	8,351	7,534	9,861	6,401	3,577	1,746	1,999
Mexico.....	14,976	19,744	16,623	12,332	12,738	14,221	15,826	19,692	21,490	17,003	21,040
Honduras.....	2,389	7,310	6,576	2,900	3,369	3,435	7,479	4,639	7,264	4,228	6,914
Central America.....	3,103	4,654	1,197	566	1,597	1,811	..	469	310	425	1,424
Colombia.....	19,563	22,821	15,603	12,503	7,028	577	28,707	28,706	30,106	33,462	30,303
Brazil.....	152,003	161,460	118,470	60,180	125,275	177,437	197,823	282,400	198,317	192,452	288,181
Argentine Republic.....	36,776	15,393	2,114	..	290	11,900	12,063	22,132	2,832	6,258	7,071
Chili.....	15,684	15,314	6,732	1,385	7,055	4,551	8,151	6,178	4,452	5,315	4,863
Peru.....	2,400	..	..	3,439	2,500	..	..	..	..	..	380
South America.....	48,335	33,722	..	..	1,000	..	5,224	1,950	4,340	5,574	5,574
West Indies.....	10,639	9,226	6,042	4,251	5,324	14,407	11,263	1,628	814	876	2,404
Africa.....	1,827	1,433	1,484	477	1,505	1,780	2,216	763	2,466	3,152	3,708
North-west coast.....	402	1,214	325	222	150	352	3,335	..	..	..	..
Other Ports.....	5,395	9,353	5,919	600	1,500	3,000	10,000	..	..	..	..
Total, barrels.....	835,352	779,306	503,400	318,710	488,161	923,151	1,597,501	1,450,293	1,254,415	787,790	1,350,415
Average price..... dollars	5 45	5 50	7 50	9 94	8 00	7 56	5 37	5 37	60	4 95	4 50
Imports:—											
Wheat..... bushels	1,225	238,769	583,894	3,921,250	894,536	32,884	503	632	4,082	12,080	446
Wheat, value..... dollars	1,213	198,647	493,159	1,154,325	896,560	35,270	639	653	2,767	8,401	545
Flour..... cwt.	32	28,193	66,731	30,709	12,731	7,348	329	80	28	56	243
Flour, value..... dollars	81	60,076	62,341	122,651	44,272	22,477	430	247	46	141	139

RECAPITULATION of the Exports of Wheat, Flour, Indian Corn, Indian and Rye Meal, Rye, Oats, Ship-Bread, and Potatoes.

YEARS.	WHEAT.		FLOUR.		INDIAN CORN.		INDIAN MEAL.		RYE MEAL.		RYE.	SHIP-BREAD.	POTATOES.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Value.	Value.	Value.
	bushels.	dollars.	barrels.	dollars.	bushels.	dollars.	barrels.	dollars.	barrels.	dollars.	dollars.	dollars.	dollars.
1828..	8,906	6,730	860,809	704,902	312,821	174,639	480,034	22,214	59,036	67,597	171,105	35,371	35,371
1829..	4,007	6,372	837,386	807,550	478,802	173,775	495,673	31,191	127,004	71,896	172,897	30,079	30,079
1830..	47,289	46,176	1,227,334	441,107	221,823	145,301	372,296	26,298	87,796	66,249	188,471	39,027	39,027
1831..	408,910	523,270	1,806,529	571,312	390,617	207,601	555,434	19,100	71,881	132,717	250,533	11,147	11,147
1832..	88,304	93,500	864,910	451,230	278,740	140,710	480,035	17,251	75,392	78,417	253,735	42,077	42,077
1833..	32,221	29,592	955,768	487,174	337,505	146,678	534,300	36,038	110,017	102,568	252,555	52,052	52,052
1834..	36,948	39,598	933,352	303,449	203,573	149,609	491,910	39,151	147,306	104,465	231,708	38,867	38,867
1835..	47,762	51,405	775,768	755,781	588,276	666,782	629,389	30,851	129,110	..	221,059	41,543	41,543
1836..	2,002	2,062	505,400	124,711	103,702	140,917	621,560	36,616	173,976	80,492	244,760	43,630	43,630
1837..	17,303	27,206	918,719	151,278	147,082	159,435	763,632	28,323	165,157	80,785	214,292	20,594	20,594
1838..	6,291	8,125	448,161	172,121	141,032	171,843	722,399	22,864	110,792	64,335	268,686	56,808	56,808
1839..	96,821	144,191	923,151	162,306	141,095	165,672	658,421	25,458	145,418	..	319,871	57,536	57,536
1840..	1,720,860	1,035,483	1,897,501	474,273	338,333	206,063	705,183	53,218	170,341	113,293	428,908	54,524	54,524
1841..	808,585	822,881	1,515,817	535,747	312,954	232,264	682,457	41,031	128,505	150,893	378,041	64,402	64,402
1842..	611,085	916,016	1,283,602	690,305	345,150	209,190	617,817	34,190	124,396	175,882	323,750	86,844	86,844
1843..	311,085	264,169	814,474	672,698	281,749	174,354	451,166	21,770	65,031	108,610	312,232	47,757	47,757
1844..	556,607	500,411	1,438,103	825,106	404,008	248,382	641,028	32,690	104,391	133,477	388,003	74,108	74,108

Estimated consumption of Indian corn meal in the West Indies, from the *New Orleans Bulletin*, 1845.

"A general computation of the consumption of Indian corn meal throughout the islands of Antigua, Dominica, Granada, Montserrat, Nevis, St. Kitt's, St. Lucie, St. Vincent, Tobago, Guadalupe, Martinique, Vergens, and Bahamas, with a population of 184,000 souls, is estimated for some years annually at 200,000 barrels; Barbadoes, 25,000 barrels; Trinidad, 10,000 barrels; Demerara, 15,000 barrels; St. Thomas, St. Croix, and St. John's, 44,000 barrels; Porto Rico, 40,000 barrels; Jamaica, 30,000; making 364,000 barrels of corn meal annually."

EXPORTS OF DOMESTIC PRODUCE FROM THE UNITED STATES TO GREAT BRITAIN.

The following tabular statement exhibits the amount and value of the articles of domestic products, enumerated in the preceding tables, exported from the United States to Great Britain and Ireland, during the years 1828 to 1844 inclusive :—

YEARS.	Wheat.	Flour.	Indian Corn.	Indian Meal.	Rye Meal.	Rye Oats.	Ship Bread.	Potatoes.	Rice.	Cotton.	Tobacco.
	Quantity.	Quantity.	Quantity.	Quantity.	Quantity.	Value.	Value.	Value.	Value.	Value.	Value.
	bushels.	barrels.	bushels.	barrels.	brls.	dls.	dls.	dls.	dollars.	dollars.	dollars.
1828.....	..	23,258	131,971	52	..	..	90	..	430,246	15,626,901	1,720,571
1829.....	4,001	221,176	251,564	130	..	1,831	368	17	407,363	17,514,389	1,533,115
1830.....	32,037	326,182	51,416	50	2	4,500	..	..	265,479	20,678,633	1,583,971
1831.....	381,282	879,430	100,469	17,718	44	41,546	494	2	553,475	20,117,355	1,882,336
1832.....	..	56,050	95,954	322	..	..	6	..	423,127	22,429,050	2,345,450
1833.....	..	22,207	3,240	610	160	899	334	24	570,572	26,254,970	2,259,197
1834.....	..	19,687	..	..	..	5,884	54	3	287,509	36,107,664	2,937,020
1835.....	..	5,376	253	..	830	2,574	426	..	203,916	45,701,411	3,400,639
1836.....	..	161	..	..	100	29,844	375	..	444,802	48,910,846	4,553,442
1837.....	3	..	12	300	..	..	..	220	319,993	44,857,118	1,879,864
1838.....	..	8,295	135	1	..	..	..	..	221,700	45,787,087	2,857,203
1839.....	6,033	167,585	519	1	..	1,015	..	..	423,654	46,074,579	5,401,907
1840.....	615,972	620,919	104,841	6	5	14,842	100	10	288,439	41,945,354	3,227,880
1841.....	119,854	208,984	12,548	6	..	2,178	506	..	480,952	35,631,005	5,114,836
1842.....	143,330	208,024	123,665	2	..	36,490	1125	5	280,073	30,102,417	3,212,207
1843.....	..	19,436	..	..	..	2,751	675	..	119,026	35,781,107	1,262,616
1844.....	22,238	167,296	89,073	20	..	8,996	1380	37	246,696	39,591,351	2,900,126

During the third quarter of 1843, there was exported to Great Britain and Ireland 29,062 barrels of flour—value 136,963 dollars.

TOTAL Value of Agricultural Produce Exported from the United States, during the Years 1828 to 1844 inclusive. .

YEARS.	Aggregate Amount in Value of Exports to Great Britain and Ireland.	Aggregate Amount in Value of Exports to all other Places.	Total Amount in Value of Exports.	YEARS.	Aggregate Amount in Value of Exports to Great Britain and Ireland.	Aggregate Amount in Value of Exports to all other Places.	Total Amount in Value of Exports.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
1828.....	17,058,263	17,869,658	35,327,921	1837.....	47,058,601	28,723,664	75,782,265
1829.....	21,234,207	20,017,982	41,252,089	1838.....	48,920,306	26,743,077	75,672,383
1830.....	24,139,540	20,219,320	44,358,866	1839.....	53,242,358	28,783,547	82,025,905
1831.....	28,183,987	15,964,217	44,148,204	1840.....	49,611,187	39,675,803	89,286,990
1832.....	25,739,421	20,322,210	46,061,631	1841.....	42,381,397	36,854,533	79,235,930
1833.....	20,212,309	22,540,790	51,753,099	1842.....	35,134,709	35,870,917	69,005,626
1834.....	39,435,058	24,446,820	63,881,877	1843.....	37,280,990	23,412,874	60,693,864
1835.....	49,337,887	32,237,034	81,574,921	1844.....	45,358,645	34,679,765	79,938,410
1836.....	53,980,004	31,754,102	85,735,006				

PRICES of Cotton, Flour, Beef, Pork, and Wool, for ten successive Years, in the New York market.

PERIODS.	Cotton.		Flour.		Beef.		Pork.		Wool.	
	cts.	cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	cts.	cts.
January, 1833..	10	13	6 12	to 6 50	8 50	to 9 00	12 50	to 13 00	40	to 45
" 1834..	11	14	5 50	" 5 75	8 50	" 9 50	14 00	" 15 00	44	" 50
" 1835..	15 1/2	17 1/2	5 00	" 5 02	0 0	" 9 50	13 50	" 14 00	50	" 67
" 1836..	14	18 1/2	7 50	" 7 75	9 50	" 10 00	18 00	" 18 50	50	" 63
" 1837..	15 1/2	19 1/2	12 00	" 12 25	12 00	" 13 50	23 00	" 25 00	50	" 68
May, 1838..	6	7	..	..	..	..	..	..	..	..
January, 1838..	8	12 1/2	0 00	" 8 50	14 00	" 14 50	17 50	" 18 00	43	" 56
" 1839..	12	17	8 87	" 9 00	17 00	" 17 50	22 00	" 24 00	42	" 55
" 1840..	10	12 1/2	6 37	" 6 50	14 00	" 14 50	12 50	" 15 00	38	" 40
" 1841..	9	12 1/2	5 25	" 5 31	10 50	" 10 75	13 00	" 13 50	44	" 46
" 1842..	9	12	6 25	" 6 00	0 00	" 10 00	8 50	" 9 50	40	" 41

* Suspension of banks—lowest point in cotton.

PRICES of Produce in New York.

ARTICLES.	December, 1841.		July, 1842.		December, 1842.		June, 1843.		June, 1844.	
	dls.cts.	dls.cts.	dls.cts.	dls.cts.	dls.cts.	dls.cts.	dls.cts.	dls.cts.	dls.cts.	dls.cts.
Cotton, upland, fair ..	0 9	to 0 9½	0 8	to 0 9	0 8	to 0 8½	0 7½	to 0 7½	0 7½	to 0 7½
Beef, mess	7 50	" 8 25	7 00	" 7 50	6 00	" 6 50	7 50	" 8 00	5 00	" 5 25
— prime	4 50	" 5 25	2 50	" 3 50	2 75	" 3 25	5 50	" 6 00	3 00	" 3 25
Pork, mess	9 25	" 10 00	7 75	" 9 00	8 50	" 9 00	9 25	" 10 50	8 50	" 8 50
— prime	7 00	" 8 00	5 25	" 6 50	5 50	" 6 50	7 50	" 7 62	6 50	" 6 56
Lard	0 6½	" 0 8	0 0½	" 0 7½	0 6½	" 0 7	0 5½	" 0 6	0 5½	" 0 6½
Butter	0 15	" 0 17	0 10	" 0 11	0 10	" 0 13	0 7	" 0 9	0 8	" 0 12½
Cheese	0 6½	" 0 7½	0 6½	" 0 7½	0 6	" 0 7	0 5	" 0 6	0 2	" 0 6
Hams, marked	0 6	" 0 9	0 4	" 0 5	0 7	" 0 9½	0 6	" 0 7	0 3½	" 0 7
Flour, canal	6 25	" 0 00	5 9½	" 6 00	4 88	" 5 00	4 75	" 4 81	4 37	" 4 50
Wheat	1 30	" 1 35	1 25	" 1 28	0 90	" 1 00	0 90	" 0 95	0 95	" 1 3
Rye	0 80	" 0 82	0 67	" 0 63	0 64	" 0 65	0 58	" 0 60	0 67	" 0 67½
Corn, northern	0 68	" 0 70	0 53	" 0 60	0 50	" 0 54	0 53	" 0 55	0 50	" 0 60
Wool, f. blood Mer.	0 35	" 0 38	0 28	" 0 37	0 27	" 0 30	0 27	" 0 30	0 38	" 0 40
Tobacco, Kentucky	0 5	" 0 9	0 3	" 0 6½	0 2½	" 0 5	0 2½	" 0 5	0 2	" 0 6
Rice	3 25	" 3 37	2 50	" 3 00	2 50	" 3 25	2 12	" 2 30	2 75	" 3 25

Price of wheat, wages, &c., in New York currency, viz., eight shillings to a dollar, as settled at the Patroon's office on the 1st day of January, during the several years under-mentioned.

JAN. 1.	Price of Wheat.	
1825....	1 bushel wheat, 8s.	4 fowls, 4s.
1826....	1 do. do. 7s.	do. do.
1827....	1 do. do. 8s.	do. do.
1828....	1 do. do. 8s.	do. do.
1829....	1 do. do. 14s.	do. do.
1830....	1 do. do. 8s.	do. do.
1831....	1 do. do. 10s.	do. do.
1832....	1 do. do. 10s.	do. do.
1833....	1 do. do. 10s.	do. do.
1834....	1 do. do. 8s.	do. do.
1835....	1 do. do. 8s.	do. do.
1836....	1 do. do. 12s.	do. do.
1837....	1 do. do. 18s.	4 fowls, 6s.
1838....	1 do. do. 13s.	do. do.
1839....	1 do. do. 14s.	do. do.

The following is an approximate estimate of the annual amount of sales of articles of country produce in the city of New York, for the consumption of the inhabitants.

ARTICLES.	Amount.	ARTICLES.	Amount.
Fresh beef	dollars. 1,470,000	Brought forward	dollars. 7,270,000
— veal	365,000	Butter, cheese, and lard	1,500,000
— mutton and lamb	335,000	Flour, meal, and other bread stuffs	8,000,000
— pork	600,000	Hay and oats	750,000
— poultry, game, eggs, &c.	1,100,000	Fuel (wood and coal) exclusive of steam fuel	2,500,000
Salted beef, pork, and hams	1,200,000	Articles not enumerated	580,000
Vegetables and fruit	1,200,000		
Milk	1,000,000		
Carried forward	7,270,000	Total	15,600,000

The above does not include building materials.

COMPARATIVE Average Prices of Wheat per Bushel in the eastern Part of the State of Ohio, and in Philadelphia; also the Annual Average Prices of Flour per Barrel, in Philadelphia, from 1820 to 1841.

YEARS.	Wheat per Bushel.		Flour per Barrel in Philadelphia.	YEARS.	Wheat per Bushel.		Flour per Barrel in Philadelphia.
	In Ohio.	In Philadelphia.			In Ohio.	In Philadelphia.	
1820	dlsr. cts. 0 20	dlsr. cts. 0 92	dlsr. cts. 4 72	1831	dlsr. cts. 0 50	dlsr. cts. 1 12	dlsr. cts. 5 67
1821	0 31	0 93	4 78	1832	0 65½	1 12	5 72
1822	0 38½	1 33	6 58	1833	0 59	1 12	5 63
1823	0 34½	1 37	6 82	1834	0 59	1 02	5 17
1824	0 40½	1 11	5 62	1835	0 83	1 21	5 88
1825	0 38½	1 00	5 10	1836	1 12½	1 60	7 90
1826	0 38	0 92	4 65	1837	1 15	1 78	9 37
1827	0 50	1 00	5 60	1838	1 05	1 60	7 70
1828	0 50	1 10	5 60	1839	0 84	1 37	6 72
1829	0 78	1 28	6 33	1840	0 50	1 00	5 07
1830	0 50	0 96	4 83	1841	0 60	1 14	5 40

TABLE exhibiting the wholesale Prices current of the following Articles in the Boston Market, as reported and published in the City Newspapers, from August, 1812, to April, 1840, inclusive.

About Aug. 25 of each Year.	Beef, salt, brls. of 200 lbs.	Pork, salt, clear brls. 200 lbs.	Butter, lb.	Cheese, lb.	Flour, barrels, superfine.	Corn, bushel, Northern.	Rye, bushel.	Cotton, N. O.	Cotton, upland.	Wool, fleece.
	dls. cts.	dollars.	cents.	cents.	dls. cts.	dls. cts.	dls. cts.	cents.	cents.	cents. none.
1812....	12 50	8½ to 9	13 to 14	8 to 12	10 00	0 88	1 00	10 to 12	..	..
1813....	12 50	13½	13½	8 to 12	12 00	1 75	1 75	22 to 24	18 to 20	..
1814....	12 50	15	16 to 20	10 to 12	13 00	1 70	2 25	30 to 35	28 to 31	..
1815....	18 00	18	19 to 20	8 to 16	8 00	1 5	1 20	22 to 24	18 to 22	50 to 1 50
1816....	13 00	13	19	9 to 13	10 25	1 40	1 33	30 to 31	28	20 to 0 75
1817....	15 25	18½	22	10 to 18	14 50	1 00	1 25	32 to 34	27	32 to 0 60
1818....	14 50	15	16 to 18	11 to 13	16 75	1 10	0 05	34 to 35	32 to 33	55 to 0 60
1819....	15 00	11	12	13	7 25	0 85	0 80	18 to 20	..	55 to 0 85
1820....	11 00	18	12 to 13	9 to 10	5 12	0 62	0 54	21	20	..
1821....	12 00	10	20 to 23	9 to 10	6 25	0 53	0 50	21	14	55 to 0 85
1822....	7 25	8 to 10	22 to 23	8 to 9	7 25	0 78	0 80	15 to 18	12 to 13	33 to 0 65
1823....	9 00	10	22	7 to 9	7 25	0 61	0 08	18 to 20	15 to 16	35 to 0 65
1824....	11 00	10	16 to 20	7 to 9	6 25	0 52	0 54	10 to 12	10 to 16	25 to 0 70
1825....	10 50	8½ to 9	12 to 16	7 to 9	6 00	0 65	0 58	22 to 26	17 to 20	25 to 0 70
1826....	9 25	7½	15 to 18	9	7 25	0 61	0 68	18 to 20	14 to 16	25 to 0 65
1827....	9 00	9 to 10	10 to 14	7 to 8	5 50	0 65	0 65	10 to 15	..	25 to 0 50
1828....	11 00	8	14	6 to 9	5 75	0 54	0 52	11 to 14	..	30 to 0 50
1829....	11 00	8 to 9	..	..	0 00	0 02	0 60	18 to 19	9 to 11	25 to 0 45
1830....	11 00	9 to 9½	13½	6 to 7	5 75	0 58	0 70	10 to 12	9 to 11	38 to 0 60
1831....	8 50	8 to 8½	12 to 18	6 to 8	5 75	0 18	0 78	9 to 12	8½ to 10½	35 to 0 70
1832....	12 00	8 to 8½	18	8	7 00	0 72	0 92	10½ to 12½	9 to 10	38 to 0 68
1833....	10 75	8½ to 9½	18	8	6 12½	0 77	0 78	16 to 18	14 to 15	42 to 0 63
1834....	10 00	7½ to 9	15 to 20	6 to 8	5 75	0 75	0 71	15 to 17	13 to 16	43 to 0 60
1835....	13 25	9½ to 10	15 to 17	9	6 37½	1 00	0 95	18 to 33	17 to 20	56 to 0 65
1836....	11 25	13½ to 14	10 to 22	8 to 11	8 12½	1 12½	1 00	18 to 23	17 to 21	60 to 0 80
1837....	15 00	11½ to 12½	18 to 22	9	9 50	1 13	1 5	11 to 15	10 to 13	..
1838....	15 00	12 to 13	15 to 20	6 to 10	7 50	..	1 00	11 to 14	9 to 11	45 to 0 47
1839....	15 00	11 to 11½	15 to 20	6 to 10	6 50	1 00	0 85	14 to 16	12 to 14	55 to 0 60
1840....	15 50	8 to 9	..	6 to 10	6 00	..	0 85	9 to 11	8 to 10	43 to 0 44

PRICES of various Articles in North Carolina, from 1813 to 1840, in May each Year.

YEARS.	Cotton, lb.	Tobacco, 100 lbs.	Flour, barrel.	Wheat, bushel.	Corn, bushel.	Bacon, lb.	Sugar, lb.
	cents.	dollars.	dollars.	dls. cts. dls. cts.	dls. cts. dls. cts.	cents.	cents.
1813....	10 to 11	..	8 to 0½	1 50 to 1 60	0 75	8	18 to 25
1814....	15 to 16	3½ to 5	6 to 7½	1 25 to 1 30	..	..	18 to 20
1815....	15 to 18	5 to 6	6 to 0½	1 10 to 1 25	..	..	18 to 22
1816....	23 to 25	12 to 15	7 to 8	1 25 to 1 30	0 80 to 0 90	..	15 to 20
1817....	23 to 25	6 to 8	12 to 14	2 00 to 2 10	1 60	15 to 18	15 to 20
1818....	28 to 30	8 to 9	8 to 9	1 35 to 1 50	0 90 to 1 00	13 to 11	13 to 16
1819....	12½ to 16	3½ to 6	6 to 6½	1 00 to 1 10	..	..	17 to 20
1820....	13 to 14	2 to 4	4	..	..	..	12 to 16
1821....	10 to 13	2 to 3½	3 to 3½	..	0 60	..	10 to 12½
1822....	12 to 13½	2½ to 4	5½ to 6½	1 20	0 80	..	10 to 12½
1823....	6 to 6½	1½ to 3	4½ to 5	0 75 to 0 80	0 40 to 0 45	8 to 9	10 to 12½
1824....	12½ to 13	1½ to 3	3½ to 4½	0 70 to 0 80	..	6 to 7	10 to 12½
1825....	22 to 24	2½ to 4	3½ to 4½	..	0 80	6 to 8	10 to 13
1826....	8 to 10	3 to 5½	5	..	..	7 to 8	9 to 12½
1827....	7 to 8½	2 to 4	1½ to 5	0 80 to 0 90	..	7 to 8	9 to 12½
1828....	8 to 9½	1 to 3	3½ to 4	0 65 to 0 70	0 50 to 0 55	6 to 8	10 to 13
1829....	8 to 9	2 to 4	4 to 5	0 70 to 0 80	0 40 to 0 45	6 to 7	9 to 12½
1830....	8 to 9½	1 to 4	3 to 4	0 65 to 0 70	0 43 to 0 45	6 to 7	8 to 12
1831....	5 to 7½	1½ to 3	3½ to 4½	0 75 to 0 80	0 80	6 to 7½	8 to 12
1832....	8 to 9½	..	4 to 4½	0 75 to 0 80	0 50 to 0 55	7½ to 8	8 to 12
1833....	9 to 10½	2 to 3½	4 to 5	0 85 to 0 90	0 65	6½	8 to 12
1834....	11 to 12½	..	5½ to 6	1 5 to 1 20	0 90	9 to 10	9 to 12½
1835....	15 to 17	3 to 6	5 to 6	1 20	0 80 to 0 90	8 to 9	9 to 12½
1836....	14 to 16	4 to 6½	6½ to 7	1 25	0 75 to 0 80	12 to 13	12 to 14½
1837....	6 to 8	2 to 3½	6 to 7	1 50	0 85 to 0 90	10 to 11	8 to 12½
1838....	6 to 8	2 to 4	6 to 7½	1 40	0 75 to 0 80	9 to 10½	9 to 12
1839....	13 to 14	8 to 10	5 to 6	1 10 to 1 15	1 5 to 1 10	10 to 12	8 to 12
1840....	5 to 8	3 to 5	4½ to 5½	0 70 to 0 80	0 60 to 0 65	7½ to 8½	6 to 10

COMPARATIVE Prices of the Leading Articles in all the Chief Cities of the Union, in 1842.

ARTICLES.	Boston.		New York.		Baltimore.		Charleston.	
	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.
Bagging.....yard	0 17	to 0 18	0 13	to 0 18	0 28	to 0 29	0 17	to 0 20
Bees'-wax, American..lb.	0 25	" 0 30	0 28	" 0 30	0 9	" 0 9½	0 9½	" 0 9½
Coffee, Cuba.....do.	0 7½	" 0 9	0 8	" 0 9	0 12	" 0 12½	0 11	" 0 11½
Cordage, American...do.	0 10½	" 0 11½	0 00	" 0 11	5 87	" 6 00	7 00	" 7½ 00
Flour, super.....bbl.	6 00	" 6 12	5 94	" 6 00	10 00	" 0 00	14 50	" 15 00
Mackarel, No. 1.....do.	10 50	" 11 00	11 75	" 12 25	2 75	" 3 00		
Raisins, Malaga .100 lbs.	3 25	" 3 50	3 00	" 3 12				
Gunny bags.....do.	0 11	" 0 14	0 12	" 0 13				
Wheat.....bushel	0 60	" 0 61	1 25	" 1 28	1 30	" 1 35	0 52	" 0 62
Corn.....do.	0 00	" 2 15	0 55	" 0 57	0 55	" 0 56		
Hemp, clean.....100 lbs.	0 10	" 0 11	2 20	" 2 30	0 11	" 0 12		
Hops.....lb.	0 48	" 0 53	0 50	" 0 55	0 64	" 0 65		
Iron, bar.....do.	0 3½	" 0 3½	0 3½	" 0 4	0 3½	" 0 4	0 6	" 0 60
Lead, pig.....do.	0 6	" 0 8½	0 5	" 0 9	0 8	" 0 9	0 5	" 0 10
Cotton, Upland.....do.	0 31	" 0 32	0 00	" 0 32	0 37	" 0 40		
Whale oil.....gal.	9 00	" 9 25	7 00	" 7 75	9 00	" 9 50	10 00	" 11 00
Beef, mess.....bbl.	7 00	" 8 00	7 50	" 9 50	7 25	" 7 50	8½ 00	" 9 00
Pork, do.....do.	0 5	" 0 6	0 6	" 0 7½	0 5	" 0 8	0 5	" 0 9
Hams.....lb.	0 8½	" 0 6½	0 6	" 0 7	0 7½	" 0 8	0 7½	" 0 8
Lard.....do.	0 6	" 0 11	0 6	" 0 7	0 7	" 0 8	0 14	" 0 18
Butter.....do.	2 87	" 3 12	2 50	" 3 12	3 00	" 3 25	2 00	" 2 08
Rice.....100 lbs.	0 00	" 2 50	1 25	" 1 65	1 50	" 1 55	1 65	" 1 75
Salt.....bushel	0 12½	" 0 14	0 12½	" 0 13½	0 12½	" 0 13	0 12½	" 0 14
Steel, Engl. blistered lb.	1 40	" 1 50	1 25	" 1 75	1 25	" 1 50	1 35	" 1 75
Brandy, cognac.....gal.	0 14	" 0 15	0 18½	" 0 19	0 21	" 0 22	0 18	" 0 20
Whiskey, rectified...do.	0 3½	" 0 11	0 3	" 0 5	4 00	" 5 25	0 4	" 0 6
Sugar, N. O.....lb.	0 5	" 0 11	0 3½	" 0 8	0 5	" 0 14		
Tobacco, 1st.....do.	1 25	" 1 37	1 50	" 1 62	0 00	" 1 62	1 25	" 1 75
Tar.....bbl.	0 40	" 0 42	0 35	" 0 45	0 32	" 0 30	0 00	" 0 00
Wool, American.....lb.								

COMPARATIVE PRICES—continued.

ARTICLES.	Mobile.		New Orleans.		St. Louis.		Cincinnati.	
	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.
Bagging.....yard	0 20	to 0 24	0 12	to 0 17	0 13	to 0 16	0 00	to 0 20
Bees'-wax, American..lb.	0 20	" 0 25	0 00	" 0 27	0 25	" 0 27	0 11	" 0 00
Coffee, Cuba.....do.	0 13	" 0 14	0 8½	" 0 9	0 11	" 0 12	0 11	" 0 00
Cordage, American...do.	0 13	" 0 15	0 11	" 0 14	0 10	" 0 12	0 12	" 0 14
Flour, super.....bbl.	9 00	" 9 25	4 75	" 5 00	4 50	" 4 75	3 75	" 4 00
Mackarel, No. 1.....do.	0 16	" 0 17	.....		0 15	" 0 16	0 10	" 16 50
Raisins, Malaga..100 lbs.	1 50	" 2 00	0 87	" 0 100	1 25	" 1 50	1 25	" 1 50
Gunny bags.....do.			0 15	" 0 16	0 18	" 0 20		
Wheat.....bushel			0 94	" 0 95	0 75	" 0 78	0 50	" 0 60
Corn.....do.			0 32	" 0 33	0 20	" 0 21	0 20	" 0 25
Hemp, clean.....100 lbs.			0 00	" 1 70	0 88	" 0 100	0 88	" 1 00
Hops.....lb.	0 40	" 0 50	.....		0 18	" 0 19	0 20	" 0 22
Iron, bar.....do.	0 45	" 0 55	0 75	" 0 00	0 4½	" 0 6	0 4½	" 0 5
Lead, pig.....do.	8 00	" 8 25	3 00	" 3 6	3 00	" 3 5	0 3	" 0 4
Cotton, Upland.....do.	0 7½	" 0 10½	0 4	" 0 13	.....		0 7½	" 0 10
Whale oil.....gal.	0 50	" 0 65	.....		0 60	" 0 75	0 62	" 0 75
Beef, mess.....bbl.	12 00	" 12 50	8 50	" 9 00	6 00	" 6 50	6 00	" 7 00
Pork, do.....do.	0 10	" 0 11	6 50	" 7 00	5 00	" 5 25	5 00	" 5 50
Hams.....lb.			0 4	" 0 5	0 4	" 0 5	0 3	" 0 5
Lard.....do.	0 11	" 0 12½	0 6	" 0 7	0 4½	" 0 5	0 4	" 0 5
Butter.....do.	0 37	" 0 40	0 8	" 0 10	0 6	" 0 8	0 5	" 0 6
Rice.....100 lbs.	0 6	" 0 6½	4 75	" 5 00	4 75	" 5 00	5 00	" 5½ 00
Salt.....bushel	2 50	" 3 00	50	" 1 02	2 25	" 2 5	0 35	" 0 40
Steel, Engl. blistered lb.	0 14	" 0 17	0 12	" 0 13	0 17	" 0 18	0 00	" 0 15½
Brandy, cognac.....gal.	2 00	" 2 25	0 90	" 1 10	1 25	" 2 0	1 50	" 2 00
Whiskey, rectified...do.	0 28	" 0 30	0 15	" 0 16	0 17	" 0 18	0 12	" 0 13
Sugar, N. O.....do.	0 8	" 0 9	0 2	" 0 5½	0 4½	" 0 6	0 4	" 0 6
Tobacco, 1st.....do.	0 50	" 0 60	0 5	" 0 6	0 4	" 0 5½	0 5	" 0 6½
Tar.....bbl.	0 5	" 0 00	1 70	" 1 75	3 00	" 4 50	4 50	" 5 00
Wool, American.....lb.			0 8	" 0 12	.....		0 20	" 0 30

These prices, at many points, are affected by the depreciated nature of the currency; at Mobile, for instance, the currency is depreciated forty per cent, and prices rule nearly as much higher than at New Orleans, as the difference in the depreciation of the local currencies. Many articles, however (that of flour in particular, which is from three dollars fifty cents at one point, to nine dollars at another), display a much greater disparity in price than the cost of transportation added to the difference in the currencies.

STATEMENT of the Prices of Flour and Wheat at Cincinnati, from 1841 to 1845.

Y E A R S.	FLOUR.		WHEAT.		Y E A R S.	FLOUR.		WHEAT.	
	Per Barrel.		Per Bushel.			Per Barrel.		Per Bushel.	
	d. c.	d. c.	cents.			d. c.	d. c.	cents.	
July, 1841	3 97	to 4 50	75 to 77		July, 1844	3 12	to 3 50	60 to	
" 1842	2 75	" 4 25	45 " 60		" 1845	3 00	" 3 60	65 " 70	
" 1843	3 28	" 4 18	65 " 80						

" In the year 1841, the crop of wheat was simply a good one. The average price of flour during the month of July, was four dollars six cents and a quarter per barrel—the average price of wheat, seventy-two cents and a half per bushel. The price of one bushel of wheat, therefore, entered five and three-fifth times into the price of one barrel of flour. By the close of August, flour had advanced to four dollars sixty-two cents per barrel. Wheat remained at seventy-five cents per bushel.

" In 1842, the crop was large. The average price of flour in July, was three dollars forty-nine cents and three-quarters per barrel—the average price of wheat, forty-nine cents and a half per bushel. The price of a bushel of wheat entered seven and one-tenth times into the price of a barrel of flour. By the close of August, flour had receded to two dollars sixty-two cents and a half, and wheat to forty cents to forty-five cents.

" In 1843, the yield proved to be full an average one, and with it there was much of the previous year's crop held over. The average price of flour in July was three dollars seventy-three cents; that of wheat, seventy cents. The price of a bushel of wheat entered five and one-third times into the price of a barrel of flour. The latter part of August, flour stood at three dollars sixty cents to three dollars seventy-three cents; while wheat had fallen to sixty-five cents.

" In 1844, there was a fair crop. For the month of July, flour averaged three dollars twenty-nine cents per barrel, and wheat fifty-nine cents per bushel. The price of a bushel of wheat entered five and three-fifth times into the price of a barrel of flour. By the close of August, flour had advanced to three dollars sixty-five cents to three dollars seventy-six cents per barrel, and wheat to seventy cents per bushel.

" This year, 1845, Ohio had the best yield of wheat that has been given her since 1839.

Y E A R S.	AVERAGE OF FLOUR.	AVERAGE OF WHEAT.	RELATIVE PRICES.
	Per Barrel.	Per Bushel.	
July, 1841.....	dls. cts. 4 06½	cents. 72½	5 3-5 to 1
" 1842.....	3 49½	49½	7 1-10 " 1
" 1843.....	3 73	70	6 1-3 " 1
" 1844.....	3 29	59	5 3-5 " 1
" 1845.....	3 26½	61½	5 9-100 " 1

" The regular proportion of wheat to flour is five bushels to one barrel. On the supposition that this is adhered to in grinding, and not taking offal into the account, the miller has received for his labour and profits, for the five seasons named, as follows:—

	1841	1842	1843	1844	1845
Per barrel.....	43½ cents.	102½ cents.	23 cents.	34 cents.	5½ cents.

—Cincinnati Gazette.

Price of flour in the city of New York prepared by Mr. Heyward, President of the Buffalo Board of Trade, shows the price of flour in New York city on the first Wednesday of January and July, from 1823 to 1845, inclusive:—

YEARS	January.	July.	YEARS	January.	July.	YEARS	January.	July.
	dls. cts.	dls. cts.		dls. cts.	dls. cts.		dls. cts.	dls. cts.
1823....	6 62½	7 25	1831....	5 7½	5 37½	1839.....	8 87½	6 31½
1824....	6 25	5 87½	1832....	6 37½	5 7½	1840.....	5 87½	4 02½
1825....	5 25	5 25	1833....	6 00	5 87½	1841.....	4 93½	5 37
1826....	5 25	4 7½	1834....	5 50	4 87½	1842.....	5 87½	5 93½
1827....	5 12½	4 50	1835....	5 12½	6 62½	1843.....	4 56½	5 62½
1828....	5 25	4 62½	1836....	7 25	7 12½	1844.....	4 62½	4 31½
1829....	8 37½	5 87½	1837....	10 12½	9 7½	1845.....	4 68½	4 6½
1830....	5 12½	87½	1838....	8 75	2 25			

CHAPTER XXX.

MISCELLANEOUS STATEMENTS RELATIVE TO MINERALS, CANALS, RAILROADS,
TRADE, SEA-PORTS, PORT AND OTHER CHARGES.*

Copper Region of Lake Superior.—It would appear, if the various accounts we have read have any truth, that the country south of Lake Superior is abundantly rich in copper. One writer states—"The scientific reader is familiar with the history of the famous Copper Rock of Lake Superior. It is a vast mass of solid copper, weighing not less than 6000 lbs., and was discovered, many years since, lying in the bed of the Ontonagon river, entirely isolated. It has rested, probably, for ages some twenty miles from the lake. For the purpose of transporting the mass to navigable water, a huge car, placed upon a moveable railroad, was built, and, by patient labour, it was gradually advanced, until it reached deep water, where it was placed on a flat, and easily floated down to the lake shore. It was intended to ship it to New Orleans. Had they succeeded, it would have been a fortune for them, as a mere curiosity. But government interfered! Although they had purchased the rock from the Indians in whose territory it was found, the government agent claimed its possession—denying the power of the Indians to dispose of it. As this claim was not set up until the great labour of transporting it to the shore of the lake was effected, the agent offered to fully compensate the enterprising gentlemen by whom it had been removed, for their trouble. This was hard, but there was no alternative. They had to submit quietly, and see the fruit of their labours borne off by the government agent to the Sault, from whence it has been shipped on board of a revenue cutter. It will be immediately forwarded to Washington, and placed in the National Institute, where it will remain for all coming time, we hope, as one of the greatest curiosities of the age. The Indians have revealed to Mr. Ashman where another rock (but not of equal weight) may be found. It had been discovered ages before, and hid—its location being kept a profound secret, until civilisation had dissipated the superstition connected with it."

The following letter from a gentleman at Detroit furnishes more detailed particulars of this mineral curiosity:—

"It is upwards of twenty-three years since I first visited this remarkable specimen of native copper in the forests of Lake Superior. It has been somewhat diminished in size and weight, in the mean time, by visitors and travellers in that remote quarter; but retains, very well, its original character and general features. I have just returned from a re-examination of it in a store, in one of the main streets of this city, where it has been deposited by the present proprietor, who designs to exhibit it to the curious. Its greatest length is four feet six inches; its greatest width about four feet, its maximum thickness eighteen inches. These are rough measurements with the rule. It is almost entirely composed of malleable copper, and bears striking marks of the visits formerly paid to it, in the evidence of portions which have from time to time been cut off. There are no scales in the city large enough, or other means of ascertaining its precise weight, and of thus terminating the uncertainty arising from the several estimates heretofore made. It has been generally estimated here, since its arrival, to weigh between 6000 lbs. and 7000 lbs., or about three tons and a half, and is by far the largest known and described specimen of native copper on the globe. It is clearly a boulder, and bears marks of attrition from the action of the water, on some parts of its rocky surface as well as the metallic portions.* The adhering rock, of which there is less now than in 1820, is apparently serpentine, in some parts steatitic, whereas the copper ores of Keweenaw point, on that lake, are found exclusively in the amygdaloids and greenstones of the trap formation. A circular depression of opaque crystalline quartz, in the form of a semi-globe, exists in one face of it; other parts of the mass disclose the same mineral. Probably 300 lbs. of the metal have been hacked off or detached by steel chisels since it has been known to the whites, most of this within late years."

A gentleman, who recently (1845) visited Kee-nee-naw Point, the famous location of the Lake Superior Copper Mining Company, in a letter to the editors of the *New York Commercial*, dated at St. Marie, says:—

* The following miscellaneous statements we have procured from the United States since the respective heads, to which they belong, were printed. We introduce them here to complete the commercial statistics of the United States.

"This location is situated to the west of Fort Wilkins about eighteen or twenty miles, through which runs, north and south, the Eagle river. This company have now in operation three shafts. The first is seventy-four feet deep, and the vein twenty-three feet wide. The second is thirty-five feet deep, and the vein twenty-two feet wide. The third is thirty-one feet deep, and the vein six feet wide; and each of these three veins exceeds two miles and a half in length. The veins are all within half a mile of each other, and produce silver and copper, averaging from sixty to seventy per cent. They have now on hand, thrown up from the shafts, some 400 tons, which will be ready for shipment to the Boston market by the 1st of September next. Colonel Gratiot has under him nearly 125 men, who are now busily engaged in erecting pounders and crushers, under which passes the trap rock, in which the ore is found. The ore, after this process, is taken and washed in large wire sieves, which separates the rock from the metal. It is then dried, and put into kegs weighing from 300 lbs. to 500 lbs., and ready for market."

The *Wisconsin Democrat* adds, that,

"If report be true, copper rocks will ere long cease to be a curiosity. Mr. De Garmo Jones, of Detroit, who passed through this place on his way to Mineral point and Platteville, informed us that another mass of copper, much larger and purer than that obtained from the Ontonagon, had recently been discovered. In regard to the prospects of those who are prosecuting their researches after copper ore on the south shore of Lake Superior, Colonel Jones informs us that they are pretty fair."

"*Mineral Resources of Alabama.*—The mineral resources in Alabama are of great variety and abundance, but as yet undeveloped. From the report of the committee on agriculture, at the late session of the legislature, we learn that there are five principal, and several other minor mines of gold and silver in Randolph county, producing about 125,000 dollars annually, and affording employment to 300 or 500 persons. In the same county, are inexhaustible beds of iron ore, which does not lose twenty-five per cent in smelting. Tallapoosa, too, is rich in gold and silver mines, and they afford employment to several hundred hands. Goldville is supported by one mine. Gold, too, has been found in Coosa, Talladega, and Chambers. There are iron-foundries in Benton and Talladega. No doubt, were this rich mineral region examined by a scientific person, many valuable discoveries might be made. In Blount, nitre is found in abundance. This side of Tuscaloosa, coal is found in immense quantities, and in many other places. In Clarke, salt can be manufactured at or near Jackson. Iron ore, marble, granite, limestone, &c., are also found in this county. Lead ore, in large quantities, and of excellent quality, is found in the bed of the Tennessee, on the Muscle Shoals; and all these, and others, exist in many other sections of the state." —*Hunt's Merchants' Magazine.*

"*Arkansas Coal.*—The Arkansas Coal company are doing a profitable business in anthracite coal. They anticipate the shipment this year (1844) of 150,000 dollars' worth of coal to the numerous cities and towns on the Mississippi. The coal from the Spadra mines is of the anthracite species, burns freely, with no unpleasant smell, and makes but little dust or ashes. 'The mining company,' says the *Arkansas Gazette*, 'have entered into the matter with great spirit, and we predict that the day is not far distant when all the cities, towns, and villages, on the banks of the 'great father of waters' will receive their supplies of coal from the state of Arkansas.'"

"*Kennel Coal.*—The *Pittsburg American* states that Messrs. Reynolds and Shunk, who are building a furnace on Red Bank creek, near the Alleghany river, have discovered, in the immediate vicinity of their works, one of the largest bodies of this kind of coal that is known in our country. A friend describes it as lying in a solid body, and opening on the breast of the hill, fourteen feet in depth. This description of coal, from being free from sulphur, which is never the case with bituminous or anthracite, will, we have no doubt, be capable of being converted to great and important uses in the manufacturing of iron. The discovery of a mineral of this description is of very great value. It has heretofore been found in small veins, but this is the first discovery that has been made of so large and valuable a body."

LAKE TRADE, &c.—*Cost of Transportation on Canals, Railroads, &c.*—Statement made by Mr. Charles Ellet, jun., chief engineer on the James river and Kanawha canal and railroad:—Cost of freight on canals exclusive of tolls, one and a half cent per ton per mile; railroads, two and a half cents; McAdam roads, ten to fifteen cents; common turnpikes, fifteen to twenty cents; steamboats on the lakes, two to four cents per ton per mile; steamboats on the Ohio and Mississippi rivers, half to one and a half cent; future average, three-quarters cent per ton per mile.

RATES of Freight and Passage on Lake Erie, to November 1st.

[illegible]

Down Freight from Ports upon Lake Erie to Buffalo, to pay as follows :—

ARTICLES.		ARTICLES.	
Flour	barrel	Tobacco	100lbs
Wheat	do.	Ashes	do.
Provisions	100lbs.	Wool and peltries	do.
Seeds	do.	Bacon	hogsheads
	cts.		dlrs. cts.
	20		0 15
	18		0 10
	10		0 25
	15		1 50

PASSAGES to the Upper Lakes, until October 1st.

COUNTRIES		Cabin.	Steer- age.	Horse.	Waggon.		COUNTRIES	Heavy. 100lbs.	Light 100lbs.	Barrel.	Bulk.
	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.		cents.	cents.	cents.	dls.
BUFFALO TO—	16 00	8 00	15 00	5 00	to 7 00		PRICE OF FREIGHT, UNTIL SEPT. 1st.				
Mackinac							BUFFALO TO—				
Milwaukee							Mackinac	50	75		
Racine							Milwaukee, Racine, Stockport, and Chi- cago	50	87½	..	1.50
Southport	18 00	10 00	15 00	5 00	„ 7 00		Household furniture CLEVELAND TO—	..	..
Chicago							Mackinac	50	75		
CLEVELAND TO—							Chicago, &c.	50	87½		
Mackinac	14 00	7 50	12 50	3 00	„ 5 00		DETROIT TO—				
Chicago, &c.	15 00	8 00	14 00	4 00	„ 6 00		Mackinac	50	75		
DETROIT TO—							Chicago, &c.	50	87½		
Mackinac	10 00	6 00	10 00	2 50	„ 4 50		DETROIT TO—				
Chicago, &c.	12 00	7 00	12 00	3 00	„ 5 00		Mackinac	50	62½		1.25
							Chicago, &c.	37½	75	..	

Down Freight from the Upper Lakes are charged as follows :—

ARTICLES.	•	ARTICLES.		
	cents.		dls.	cts.
Flour barrel	40	Ashes 100 lb.	0	20
Provisions do.	62½	Hides each	0	15
Wheat bushel	15 to 22	Lead ton	8	75

The charges upon wheat are subject to variations. In the early part of last season, wheat in sacks was brought from the upper lakes to Buffalo, for twelve cents and a half per bushel; but in the autumn, when the demand was good, and when a full supply was in store at the west, double that price was paid.

TARIFF of Freights on the Erie Canal.

ARTICLES.	Buffalo.	Lockport.	Rochester.	Pittsford.	Bushnell's Basin.
	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.
Flour	0 75	0 70	0 56	0 55	0 54
A-hes, butter, cheese, lard, &c., per 100 lbs.	0 40	0 38	0 34	0 33	0 31
Pork, beef, tallow, bacon and whiskey, per 100 lbs.	0 35	0 35	0 34	0 33	0 33
Dried fruit, seeds, and leather, per 100 lbs.	0 50	0 47	0 40	0 39	0 39
Hops, tobacco, rags, hides, domestic goods, and furniture	0 65	0 60	0 50	0 48	0 48
Wool, per 100 lbs.	1 00	0 92	0 75	0 73	0 73
Mill feed, per 210 lbs.	0 90	0 80	0 65	0 61	0 64
Grain, per 60 lbs.	0 21	0 19	0 16	0 15	0 15
Staves, lumber, over toll, per ton.	3 00	2 75	2 25	2 15	2 10

On flour shipped at Rochester, two cents is charged for storage; making the whole cost at Albany fifty-six cents per barrel.

ARTICLES arriving by the Canals at Tide Water, on the Hudson, during the Year 1844.

ARTICLES.	Quantity.	ARTICLES.	Quantity.	ARTICLES.	Quantity.
Furs.....lbs.	832,200	Corn.....bushels.	17,801	Lead.....lbs.	41,800
Boards.....M. feet.	232,431,700	Barley.....do.	818,472	Pig iron.....do.	6,422,600
Shingles.....M.	78,125	Other grain.....do.	1,166,524	Iron-ware.....do.	944,900
Timber.....cubic feet.	921,582	Brass, &c.....do.	4,177,489	Woolens.....do.	867,200
Staves.....lbs.	97,533,000	Peas and beans.....do.	21,176	Cottons.....do.	1,381,600
Wood.....cords.	10,550	Potatoes.....do.	18,263	Salt.....barrels.	175,013
Ashes.....barrels.	80,616	Dried fruit.....lbs.	1,293,100	Stone and lime.....lbs.	50,150,800
Pork.....do.	63,646	Cotton.....do.	79,600	Gypsum.....do.	1,891,400
Beef.....do.	50,000	Tobacco.....do.	328,900	Coal.....do.	18,480,700
Cheese.....lbs.	26,674,500	Clover seed.....do.	4,504,800	Sundries.....do.	54,722,400
Butter and lard.....do.	22,596,300	Flax.....do.	3,111,860	Merchandise.....do.	492,300
Wool.....do.	7,072,300	Hops.....do.	1,319,700		
Flour.....barrels.	2,222,204	Spirits.....gallons.	1,194,317	Going from tidewater:—	
Wheat.....bushels.	1,262,249	Leather.....lbs.	3,909,000	Merchandise.....tons	135,616
Rye.....do.	62,239	Furniture.....do.	2,177,400		

* See Table of Articles for previous years, under the head of New York Canals, &c.

ARTICLES arriving from other States, in 1844, at the Ports of Buffalo, Oswego, and Whitehall.

ARTICLES.	Buffalo.	Oswego.	Whitehall.	ARTICLES.	Buffalo.	Oswego.	Whitehall.
Furs.....lbs.	346,399	14,111	2,247	Cotton.....lbs.	..	19,110	..
Boards.....M. feet.	7,550,961	8,656,451	11,203,557	Tobacco.....do.	210,152	503,401	..
Shingles.....	17	122	14	Clover seed.....do.	3,107,230	..	21,536
Timber.....cubic feet.	12,121	..	90,750	Flax.....do.	116,341	..	1,019,577
Staves.....lbs.	60,949,047	1,303,720	..	Hops.....do.	21,185	..	30,045
Wood.....cords.	..	..	910	Spirits.....gallons.	52,699	21,084	..
Ashes.....barrels.	32,200	3,691	1,534	Leather.....lbs.	252,593	22,105	99,059
Pork.....do.	61,847	7,759	..	Furniture.....do.	530,293	..	210,825
Beef.....do.	32,930	3,272	10,277	Lead.....do.	126,158	..	..
Cheese.....lbs.	1,560,344	..	2,875,202	Pig iron.....do.	9,000	217,080	1,009,173
Butter and lard.....do.	5,544,923	1,876,775	873,823	Iron-ware.....do.	24,728	..	4,617,849
Wool.....do.	2,089,389	144,007	1,151,281	Woolens.....do.	..	..	112,978
Flour.....barrels.	978,034	346,959	..	Cottons.....do.	..	..	125,909
Wheat.....bushels.	1,848,535	160,099	..	Salt.....barrels.	..	..	..
Rye.....do.	..	..	7,816	Stone and lime.....lbs.	869,555	..	3,328,245
Corn.....do.	114,521	..	602	Gypsum.....do.	121,732	..	..
Barley.....do.	..	27	10	Coal.....do.	6,231	308,712	..
Other grain.....do.	6,402	..	5,771	Sundries.....do.	4,775,897	..	4,924,825
Brass, &c.....do.	111,961	583,420	..	Merchandise.....do.	66,505	..	55,534
Peas and beans.....do.	910	..	3,990				
Potatoes.....do.	..	..	868	Going from tidewater:—			
Dried fruit.....lbs.	181,221	..	..	Merchandise.....tons	..	..	..

One-half the quantity of flour which arrived at tide-water, came from other states; and a large quantity of wheat also came, which was ground in the flouring-mills of New York. Of 2,222,204 barrels of flour which arrived at the Hudson, 1,484,900 barrels were of western produce.

**VEGETABLE Food (chiefly Wheat, Flour, Indian Corn, &c.), Imported into New York ;
Total moving on all the Canals, and arrived at Tide-water.**

YEARS.	Buffalo and Black Rock.	Oswego.	Whitehall.	Total from other States.	On all Canals.	Arrived at Tide-water.
	tons.	tons.	tons.	tons.	tons.	tons.
1838.....	58,907	10,255	3460	72,622		
1839.....	72,284	16,107	3918	92,309		
1840.....	111,533	16,355	3874	131,302		
1841.....	138,036	16,782	2921	159,719	342,810	230,320
1842.....	145,096	24,188	3376	172,650	355,103	259,961
1843.....	166,327	28,025	4588	198,940	399,336	296,134
1844.....	165,761	48,128	6457	220,346	445,475	331,889

"The internal trade of the state has greatly increased in the last two years—that is to say, the quantity of vegetable food moving on all the canals increased, in 1842, but 12,000 tons; while the quantity coming from other states increased 13,000 tons, and the surplus delivered at tide-water increased 29,000 tons—showing that New York furnished 16,000 tons of the increase of vegetable food delivered at tide-water. In 1843, however, the reverse took place; and the movement on all the canals was raised 44,000 tons over the previous year, while the deliveries at tide-water rose but 37,000 tons. In 1844, an increase of 46,000 tons in the whole movement, and of 35,000 tons only, in the deliveries; showing that the internal receipts and deliveries increased thirty per cent more than the external trade. How far this effect has been produced by the carrying of freights upon the railroads, cannot, perhaps, easily be determined. It is, no doubt, true, that considerable quantities were taken off the canals by the railroads, and they would swell the sum of the internal trade without appearing in the deliveries at tide-water. The changing current of the trade is also apparent in the significant fact that the tonnage at Buffalo actually decreased, while that at Oswego increased seventy per cent, and at Whitehall fifty per cent. In those figures, we have doubtless the influence of the *Welland canal* upon the course of the western trade. Western vessels, coming through the Welland canal, deliver their freights at Oswego, 120 miles in the rear of Buffalo; by which means, that distance of canal tolls is saved. The sagacity of New England capitalists has already detected the route by which the western produce may reach Boston without incurring the tolls levied by the New York canals. The Boston and Burlington railroad, and the Champlain and Ogdensburgh railroads, are in active progress. By this means, the flank of New York will be completely turned. Vessels laden with the produce of the western lakes may avoid New York canals, by passing the Welland without breaking bulk, and delivering their freight at Ogdensburgh; whence, accumulating the products of northern New York, it may pass, without tolls, over a favourably constructed railroad, to Boston, whose large and grown capital has already, by its facilities, attracted a large portion of the trade, over the Western railroad."

**COMPARATIVE View of the Value of Real and Personal Property in Boston and
New York.**

YEARS.	B O S T O N .			N E W Y O R K .		
	Real Estate.	Personal Estate.	TOTAL.	Real Estate.	Personal Estate.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1841.....	62,963,000	36,043,600	98,106,600	186,350,048	64,813,972	251,194,020
1842.....	65,509,500	41,223,800	106,733,300	176,489,042	61,204,560	237,783,601
1844.....	72,048,000	46,402,300	118,150,300	171,936,591	64,023,456	235,960,047
Increase	9,985,000	10,359,700	20,243,700			
Decrease	....	....	....	14,414,357	820,516	15,234,873

"This is a remarkable change in the face of affairs. Boston, since the completion of its railroad, has advanced more than New York has diminished. In 1825, the Erie canal was finished, and its effects in New York were as follows:—

REAL and Personal Estate, New York City.

Y E A R S .	Population.	Value.	Y E A R S .	Population.	Value.
	number.	dollars.		number.	dollars.
1816.....	95,519	82,074,200	1835.....	270,089	218,723,703
1825.....	166,086	101,160,046	1844.....	350,000	235,960,047

"In the ten years prior to the construction of the canal, the valuation increased twenty-five per cent—in the ten years succeeding its completion, it increased 117 per cent; in the last ten years, it has increased but eight per cent. This is a very marked result. Boston has increased, in the last four years, twenty per cent; at which rate her increase, for the ten years succeeding the completion of her railroads, is as great as that of New York in the decade commenced by the completion of the Erie canal. These are the marvellous results of rival public works upon the currents of trade and the value of property, at the great centres of business. The political divisions of a country have very little to do with its real interest, when it is divided into artificial or real routes for commerce. New York has expended large sums for the construction of canals: and has, in consequence, imposed a tax upon the northern counties of New York, which are in nowise benefitted by them; but will now, by the expenditure of New England capital, have all their material interests connected with Boston."—*Official Reports and Tables, Hunt's Merchants' Magazine.*

WELLAND CANAL TOLLS.—LEGAL RATES.

The first column of figures represents the amount to be paid for passing through the whole line; the second for passing between St. Catharine's and Port Dalhousie. In calculating the amount to be charged for passing between Port Maitland (the entrance from Lake Erie), and St. Catharine's, the collector deducts the amount of the last column from the first, except in the case of vessels which are charged as for the whole line. There is a reduction from the old rates of toll on nearly every article, amounting to seventy-five per cent in one or two instances; and on the principal articles of traffic, the reduction is twenty and twenty-five per cent.

DESCRIPTION.		Rates.	Rates.	DESCRIPTION.		Rates.	Rates.
		s. d.	s. d.			s. d.	s. d.
Steamboats, and vessels under 50 tons' burden.....each		10 0	1 3	Brick, sand, clay, lime, manure, ton		0 5	0 0½
Ditto, upwards of 50 tons.....do.		15 0	2 0	Pig and scrap iron, broken castings, wrought iron.....do.		2 6	0 4
Canal boats under 50 tons, for passengers, chiefly.....do.		5 0	0 7½	Iron castings going up.....do.		3 9	0 6
Canal scows, boats, lighters, &c., for freight, chiefly.....do.		2 6	0 4	going down.....do.		2 6	0 1
1.—GROCERIES AND PROVISIONS.				American mineral coal, charcoal, copperas, manganese, and pig, bar, and manufactured lead.....do.		2 6	0 4
Flour.....barrels		0 4	0 0½	Stones, unwrought.....do.		1 3	0 2
Pork and beef.....do.		0 6	0 0½	Firewood and tan-bark.....do.		0 7½	0 1
Brandy, gin, rum, whiskey, pepper-mint, shrub, and vinegar.....do.		0 9	0 1	Stone and earthen-ware.....do.		5 0	0 8
Wine.....do.		1 3	0 2	4.—FURS, PELTS, SKINS, &c.			
Ditto.....pipe		2 6	0 4	Raw hides, the skins of domestic and wild animals.....cwt.		0 3	0 0½
Butter and lard.....barrel		0 6	0 0½	Furs.....do.		0 3	0 0½
Ditto.....keg or firkin		0 1½	0 0½	Dressed hides and skins.....do.		0 3	0 0½
Cheese.....cwt.		0 1½	0 0½	5.—FURNITURE, &c.			
Bees' wax and tallow.....do.		0 1½	0 0½	Furniture and baggage.....ton		2 6	0 4
Beer and cider.....do.		0 6	0 0½	Carts, waggon, sleighs, ploughs, mechanics' tools, farming implements.....do.		2 6	0 4
Apples, fresh and dried fruits, nuts, and rice.....do.		0 4	0 0½	6.—LUMBER, &c.			
Oil.....do.		0 9	0 1	Squared timber, 12 by 12, and upwards, in vessels.....1000 cubic feet		20 0	3 0
Fish, salt or fresh.....do.		0 9	0 1	ditto, in rafts.....do.		33 0	4 6
— dried.....cwt		0 3	0 0½	under 12 by 12, round and flat-ted timber, in boats or vessels			
Hams and bacon and sugar.....do.		0 1½	0 0½	1000 lineal feet		15 0	2 0
Tobacco, leaf.....do.		0 2	0 0½	in rafts.....1000 cubic feet		60 0	3 0
— manufactured.....do.		0 2	0 0½	Small round building timber, traverses in boats.....1000 lineal feet		5 0	0 8
Biscuit and crackers.....barrel		0 6	0 0½	ditto, in rafts.....do.		7 6	1 0
Oysters.....do.		1 0	0 1½	Boards, plank, scantling, and sawed lumber, in boats.....1000 inch meas.		1 3	0 2
Onions and seeds.....bushel		0 1	0 0½	ditto, in rafts.....do.		5 0	0 8
Brass and ship stuffs.....ton		2 6	0 4	Pipe staves and headings.....1000		10 0	1 6
2.—AGRICULTURAL PRODUCE				West India staves and headings.....do.		3 6	0 6
Wheat, Indian corn, barley, and rye bushel		0 1	0 0½	Headings.....do.		3 0	0 6
Oats, potatoes, beans, peas, seeds, and vegetables of all kinds.....do.		0 2	0 0½	Shingles.....do.		0 3	0 0½
Raw cotton and wool, and hay.....ton		2 6	0 4	Saw-logs.....each		0 4	0 0½
Hemp and rags.....do.		2 6	0 4	Cedar posts.....cord		2 0	0 3
Sheep, hogs, calves, colts.....each		0 2	0 0½	Posts and rails for fencing.....do.		1 0	0 0½
Horses, horned cattle, asses.....do.		0 6	0 0½	Empty barrels.....each		0 1	0 0½
Flax-seed, and all other seed in bris. barrel		0 6	0 0½	7.—ARTICLES NOT ENUMERATED.			
3.—IRON, MINERALS, &c.				All articles of merchandise not enumerated in the above list.....ton		5 0	0 8
Salt and sea coal.....ton		free	free	Pirkins, packages, &c.....each		0 1½	0 0½
Gypsum, not ground, in bulk.....do.		2 6	0 4	Passengers, adults.....do.		0 6	0 0½
— ground, in bulk.....do.		3 9	0 6	— children.....do.		0 3	0 0½
Ground gypsum and cement.....barrel		0 2	0 0½				
Fot and pearl ashes.....do.		0 7½	0 1				
Pitch, tar, varnish, turpentine.....do.		0 6	0 0½				
Grindstones, cut stones, iron ore, millstones.....ton		0 5	0 0½				

EMIGRATION from the United Kingdom to the United States, North American Colonies, &c., during the twenty Years, from 1825 to 1844, inclusive.

YEARS.	United States.	North American Colonies.	Australia and New Zealand.	All other places.	TOTAL.	YEARS.	United States.	North American Colonies.	Australia and New Zealand.	All other places.	TOTAL.
	No.	No.	No.	No.	No.		No.	No.	No.	No.	No.
1825....	5,531	8,741	485	114	14,891	Brought forward	261,489	333,215	23,588	2,613	622,935
1826....	7,063	12,818	903	116	20,900	1837....	36,770	20,884	5,054	326	72,031
1827....	14,526	12,618	715	114	28,003	1838....	14,332	4,577	14,021	292	33,222
1828....	12,817	12,084	1,056	135	26,092	1839....	33,536	12,658	15,786	227	62,207
1829....	15,678	13,307	2,016	197	31,198	1840....	40,642	32,293	15,850	1,958	90,743
1830....	24,887	30,574	1,242	204	56,907	1841....	45,017	38,164	32,625	2,786	118,592
1831....	23,418	58,067	1,561	114	83,100	1842....	63,852	54,123	8,534	1,835	128,344
1832....	30,872	66,339	3,733	196	103,140	1843....	38,335	23,518	3,478	1,881	57,212
1833....	29,109	28,808	4,093	517	62,527	1844....	43,660	22,024	2,229	1,873	70,686
1834....	33,074	40,060	2,800	288	76,222	Total.	569,633	551,386	121,165	13,791	1,255,975
1835....	26,720	15,573	1,860	325	44,478	Average annual emigration from United Kingdom for last twenty years					62,799
1836....	37,774	34,226	3,124	293	75,417						
Carried forward	261,489	333,215	23,588	2,613	622,935						

PORT CHARGES, &c.

The following are additional particulars, not contained under the trade of each port, which see—

PHILADELPHIA Charges for American Vessels, or for those of States having Reciprocity Treaties.

ENTRY OF VESSELS, &c.	Port-charges.	ENTRY OF VESSELS, &c.	Port-charges.
	dls. cts.		dls. cts.
Entry of a vessel of 100 tons and upwards....	2 50	Crew-list and bond.....	0 65
Ditto of a vessel under 100 tons.....	1 50	Passport and bond.....	0 40
Register and bond.....	2 25	Bill of health.....	0 20
Indorsement.....	1 00	Indorsement.....	1 00
Clearance of a vessel of 100 tons or upwards.	2 50	Sea-letter.....	0 80
Ditto of a vessel under 100 tons	1 50		

Vouchers are given in all cases.

NEW ORLEANS.—Customs' fees for entrance and clearance of vessels are from five to ten dollars.

Harbour-master's fees, three cents per ton, American measurement.

Port-wardens' fees, five dollars for each vessel.—Vouchers always given.

NEW YORK.

Light Money.—Not charged to any vessels.

Entry Fee.—Every vessel, under any flag, pays this charge, being three dollars, if under 100 tons; and five dollars fifty cents, if of 100 tons or over.

Measurement.—Every foreign vessel upon entering a port in the United States for the first time pays this charge, which is, if under 100 tons, one dollar; over 100 tons, but less than 200 tons, one dollar fifty cents; if 200 tons or over, two dollars.

Telegraph.—Paid only by vessels which use it by contract, having private signals.

Permits.—These, being for passengers' luggage, are charged to the vessel, twenty cents for every five passengers.

United States' Hospital Money.—This is a charge made exclusively to American vessels, being twenty cents per month for master, officers, and crew, each, for the time absent from the United States.

The above are the fees paid upon the entering of a vessel, and for which a voucher is given by the cashier of the customs.

Upon clearing for a foreign port, the only charge to a foreign vessel is, if under 100 tons, one dollar fifty cents; if 100 tons or over two dollars fifty cents. The same charge to American vessels, with these additional: crew-list, sixty-five cents; articles certified, twenty cents; bill of health, when required, twenty cents; and certified manifest, when required, twenty cents. No voucher is given for these charges.—See all other particulars under the head of *New York*.

BALTIMORE PORT CHARGES.	Currency.		Sterling.	
	dls.	cts.	s.	d.
Entry at the customs of a vessel of 100 tons or upwards.....	2	50	10	3
Clearance ditto ditto.....	2	50	10	3
Ditto, if under 100 tons.....				
Entry.....	1	50	6	2
Clearance.....	1	50	6	2
Surveyor's fee (with a cargo).....	3	00	12	4
Ditto, (in ballast).....	0	07	2	9
Certifying manifest.....	0	20	0	10
Bill of health, when required.....	0	30	1	2
List of seamen, ditto.....	0	65	2	8

Vessels arriving from sea between the 30th of April and the 1st of November are required to come to, at the Lazaretto Point, and there remain until visited by the health officer.

HEALTH OFFICER'S FEE.	Currency.		Sterling.	
	dls.	cts.	£	s. d.
Ship or barque.....	6	00	1	4 9
Brig or brigantine.....	4	00	0	16 6
Schooner or sloop.....	2	00	0	8 3

United States vessels are also charged with hospital money, from which, of course, British vessels are exempt.

CHARLESTON CUSTOMS, FEES, &c.	Currency.		Sterling.	
	dls.	cts.	£	s. d.
Entrance of a vessel, under 100 tons.....	1	70	0	7 7
" " over 100 tons.....	2	70	0	12 1
Clearance of a vessel, under 100 tons.....	1	70	0	7 7
" " over 100 tons.....	2	70	0	12 1
* Surveyor's fees, on a vessel under 100 tons.....	1	50	0	0 9
* " " over 100 tons.....	2	00	0	0 0

* The surveyor's fees are only charged on the first visit of a vessel to that port.

Harbour-master's fee, one cent and a half per ton.

The officers of customs give no vouchers for their fees; the harbour-master does.

There are no charges levied on British vessels in the port of Charleston which are not levied on vessels under the American flag; nor are there any commercial, fiscal, or other advantages enjoyed by American vessels at this port from which British vessels are excluded.

NORFOLK, VIRGINIA.—There are neither tolls nor dues of any kind imposed by public authority on British shipping in the ports of this district, and the only fees to which they are subject are, two dollars for a square-rigged, or one dollar twenty-five cents for lesser vessels, to the harbour-master, for mooring, securing, or removing the vessel; and the fees of the custom-house, upon entry or clearance, depending, however, principally upon the number and nature of the documents that may be required, the charge for each being regulated by Act of Congress, and precisely the same throughout the United States, viz.:—

CUSTOMS, FEES, &c.	Currency.		CUSTOMS, FEES, &c.	Currency.	
	dls.	cts.		dls.	cts.
Entry of a vessel of 100 tons or upwards.....	2	50	Clearance of a vessel under 100 tons.	1	50
" " under 100 tons.....	1	50	Every official bond taken.....	0	40
Clearance of a vessel of 100 tons or upwards.....	2	50	Debenture or other certificate.....	0	20
			Permit to land goods.....	0	20
			Bill of health.....	0	20

The only vouchers given are the documents that may be required, or, if specially desired, a memorandum of the several charges incurred will be furnished; but such is not usually called for.

There are no charges levied on British vessels to which those under the flag of the country are not liable; nor are there any sort of commercial, fiscal, or other advantages enjoyed by the one and not by the other, being placed upon terms of perfect reciprocity by the commercial treaty between the two countries.

RATES of Pilotage for Tybee Bar and River Savannah; as revised by a Law of the State of Georgia, passed December, 1836, adding Twenty per cent to the former Rates.

DRAFT OF WATER.	BAR PILOTAGE, AND TO COCKSPUR, OR SAFE ANCHORAGE.				FROM COCKSPUR TO SAVANNAH.				TOTAL AMOUNT.			
	United States Vessels.		Foreign Vessels.		United States Vessels.		Foreign Vessels.		United States Vessels.		Foreign Vessels.	
Feet.	dls.	cts.	dls.	cts.	dls.	cts.	dls.	cts.	dls.	cts.	dls.	cts.
6	6	72	10	08	4	08	6	12	10	80	16	20
7	7	50	11	25	4	50	6	75	12	00	18	00
8	8	22	12	33	4	98	7	47	13	20	19	80
9	10	14	15	21	6	13	9	20	16	27	24	40
10	11	40	17	10	6	90	10	35	18	30	27	45
11	13	32	19	98	7	98	11	57	21	30	31	95
12	16	08	24	12	9	72	14	58	25	80	38	70
12½	17	76	26	54	10	74	16	11	28	50	42	75
13	19	56	29	34	11	79	17	68	31	35	47	02
13½	21	42	32	13	12	93	19	39	34	25	51	52
14	22	14	33	21	13	26	19	89	35	40	53	10
14½	23	46	35	19	14	07	21	11	37	53	56	30
15	25	60	38	34	15	39	23	08	40	95	61	42
15½	27	00	40	50	16	23	24	35	43	23	64	85
16	28	50	42	75	17	10	25	65	45	60	68	40
16½	30	00	45	00	18	03	27	05	48	03	72	05
17	32	34	48	51	19	41	29	11	51	75	77	62
17½	31	90	50	85	20	40	30	60	54	30	81	45
18	35	58	53	37	21	42	32	13	57	00	85	50
18½	37	32	55	98	22	41	33	62	59	73	89	60
19	39	81	59	46	23	91	35	86	63	75	95	62
19½	41	61	62	70	24	99	37	49	66	63	99	95

RATES OF PILOTAGE FOR THE HARBOUR OF BOSTON.

Fees of Pilotage on all Vessels outward bound.				Fees on all Vessels inward bound.			
From November 1st to May 1st.		From May 1st to November 1st.		From November 1st to May 1st.		From May 1st to November 1st.	
Feet.	At per Foot.	Feet.	At per Foot.	Feet.	At per Foot.	Feet.	At per Foot.
	dls. cts.		dls. cts.		dls. cts.		dls. cts.
7....	0 90	7....	0 75	7....	1 45	7....	1 10
8....	0 90	8....	0 75	8....	1 45	8....	1 10
9....	0 90	9....	0 75	9....	1 45	9....	1 10
10....	0 95	10....	0 80	10....	1 56	10....	1 20
11....	1 00	11....	0 85	11....	1 72	11....	1 25
12....	1 05	12....	0 90	12....	1 77	12....	1 30
13....	1 10	13....	0 95	13....	1 77	13....	1 35
14....	1 10	14....	0 95	14....	1 77	14....	1 35
15....	1 10	15....	0 95	15....	1 87	15....	1 35
16....	1 10	16....	0 95	16....	1 87	16....	1 35
17....	1 10	17....	1 00	17....	1 87	17....	1 35
18....	1 20	18....	1 00	18....	2 50	18....	1 88
19....	1 30	19....	1 25	19....	2 75	19....	1 88
20....	1 50	20....	1 50	20....	3 00	20....	1 88
21....	2 20	21....	1 75	21....	4 00	21....	2 80
22....	2 50	22....	2 00	22....	4 00	22....	3 00
23....	2 75	23....	2 25	23....	4 00	23....	3 00
24....	2 75	24....	2 25	24....	4 00	24....	3 00
25....	2 75	25....	2 25	25....	4 00	25....	3 00

THE Export of Domestic Cotton Goods from the Port of Boston, during February 28th, 1845, has been as follows :

PLACES.	Bales and Cases.	PLACES.	Bales and Cases.
	number.		number.
Liverpool.....	8	Brought forward....	2,102
Valparaiso.....	1350	Cape Haytien.....	15
Rio Janeiro.....	236	Aux Cayes.....	29
Smyrna.....	218	New Orleans.....	331
Laguayra.....	170	New York.....	648
Buenos Ayres.....	62	Charleston.....	75
Para.....	35		
Coast of Africa.....	11	Total for February.....	3,200
Port-au-Prince.....	17	Previously, since June 1, 1844.	43,592
*Carried forward....	2102	Total for nine months.....	46,792

GROSS Return of British and Foreign Trade at the Port of Philadelphia, during the Year ending December 31, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
	number.	tons.	number.	£ s. d.	number.	tons.	number.	£ s. d.
British	68	12,861	599	40,004 8 11	64	10,826	599	53,802 3 0
United States	311	615,646	2646	771,571 2 4	311	615,648	2646	1,723,811 9 6
French	1	350	15	2,700 0 0	1	350	15	3,850 0 0
Swedish	0	2,300	64	17,008 10 6	6	2,300	64	2,256 12 4
Prussian	1	320	16	2,283 15 0	1	320	16	ballast.
Hamburg	1	400	19	5,850 0 0	1	400	19	ditto.
Bremen	0	2,134	90	65,430 7 5	6	2,134	90	2,925 0 0
Total	394	624,011	3390	913,848 4 2	390	631,976	3390	1,786,651 4 10

The number of vessels which arrived at the port of Philadelphia, in the coasting trade, during the year (the tonnage of which cannot be ascertained), was as follows, viz.: ships, 56; brigs, 293; schooners, 1496; sloops, 329. Total, 2174 vessels.

Of the sixty-eight British vessels which arrived at the port of Philadelphia in 1844, there were from Great Britain, with iron fifteen, value of cargoes 40,503*l.* 10*s.* 4*d.*; salt two, value of cargoes 2292*l.* 4*s.* 6*d.*; salt and coal one, value of cargo 1575*l.*; salt and merchandise one, value of cargo 2025*l.*

From Trinidad, with hides, cocoa-nuts, &c., one, value of cargo 245*l.*; hides one, value of cargo 270*l.*; in ballast six. Port of Spain, in ballast five. St. John, Nova Scotia, lumber one, value of cargo 135*l.* 10*s.* 6*d.*. St. John, New Brunswick, staves and grindstones one, value of cargo 83*l.* 10*s.* 6*d.*; laths one, value of cargo 56*l.* 10*s.* 6*d.*; plaster seven, value of cargoes 359*l.* 12*s.* 1*d.*; salt and fish one, value of cargo 87*l.* 10*s.* 6*d.*; plaster and fish one, value of cargo 79*l.* 10*s.* 6*d.*; plaster and salt one, value of cargo 87*l.* 12*s.* 1*d.*. Dorchester, New Brunswick, with grindstones one, value of cargo 47*l.* 10*s.* 1*d.*. Windsor, Nova Scotia, with plaster two, value of cargoes 139*l.* 9*s.* 11*d.*

From Nova Scotia, with laths one, value of cargo 61*l.* 7*s.* 6*d.*; in ballast one; fish one, value of cargo 36*l.* 1*s.* 6*d.*. Nassau, New Providence, with turtle, sponge, &c. one, value of cargo 126*l.* 5*s.*. Kingston, Jamaica, with confectionary one, value of cargo 113*l.* 10*s.* 6*d.*; in ballast one. Salt Key, in ballast one. Ragged Island, in ballast one. Eleuthera, with pine apples one, value of cargo, 105*l.* 6*s.* 6*d.*; in ballast one. Turk's Island, with salt one, value of cargo 96*l.* 5*s.* 1*d.*. Abaco, in ballast one. Harbour Island, with fruit two, value of cargoes 222*l.* 15*s.* 4*d.*. Bermuda, with arrowroot one, value of cargo 165*l.* 6*s.*; in ballast two. Barbadoes, in ballast one, Matanzas, in ballast one. Sidney, Cape Breton, with coal one, value of cargo 90*l.* Total number of vessels, sixty-eight. Total value of cargoes, 49,004*l.* 8*s.* 11*d.*

Of the sixty-four British vessels which departed, there were for Great Britain, with quercitron bark, and bones one, value of cargo 1111*l.* 7*s.* 7*d.*; bread stuffs one, value of cargo 879*l.* 17*s.* 6*d.*. For Quebec, in ballast four. For Charleston, in ballast one. Shelbourne, Nova Scotia, with bread stuffs six, value of cargoes 3164*l.* 1*s.* 4*d.*. Halifax, Nova Scotia, with bread stuffs five, value of cargoes 4829*l.* 12*s.* 3*d.*. Yarmouth, Nova Scotia, with bread stuffs one, value of cargo 737*l.* 3*s.* 6*d.*. St. John's, Newfoundland, with bread stuffs two, value of cargoes 1408*l.* 9*s.* 6*d.*. St. John's, New Brunswick, with bread stuffs sixteen, value of cargoes 18,994*l.* 2*s.* 4*d.*; in ballast one, with bread stuffs, and pork, &c. one, no value given; with bread stuffs and apples three, value of cargoes 1713*l.* 5*s.* 10*d.*. For West Indies, with bread stuffs one, value of cargo 636*l.* 19*s.* 6*d.*. Jamaica, with bread stuffs one, value of cargo 1393*l.* 4*s.*; bread stuffs, pork, and sundries two, value of cargoes, 2085*l.* 1*s.* 10*d.*. Bermuda, with bread stuffs one, value of cargo 1128*l.* 16*s.* 6*d.*. Trinidad, with bread stuffs three, value of cargoes 3149*l.* 12*s.* 10*d.*; with bread stuffs and furniture one, value of cargo 1283*l.* 12*s.* 6*d.*. Antigua, with bread stuffs one, value of cargo 739*l.* 11*s.* 6*d.*; bread stuffs and tallow one, value of cargo 1062*l.* 4*s.* 6*d.*. For Barbadoes, with bread stuffs one, value of cargo 877*l.* 13*s.* 10*d.*. Abaco, with bread stuffs and sundries one, value of cargo 433*l.* 19*s.* 4*d.*. Harbour

Island, with bread stuffs one, value of cargo 205*l.* 1*s.* 1*d.* Elcuthera, with bread stuffs three, value of cargoes 1345*l.* 15*s.* 3*d.* For Port of Spain, with bread stuffs three, value of cargoes 2197*l.* 19*s.* 4*d.* Mauritius, with bread stuffs, &c., two, value of cargoes 3423*l.* 6*s.* 2*d.* Total number of vessels, sixty-four. Total value of cargoes, 23,802*l.* 3*s.*

Gross Return of British and Foreign Trade, at the Port of Mobile, during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
	number.	tons.	number.	£	number.	tons.	number.	£
British.....	84	46,899	1674	11,813	77	51,418	....	2,818,996
American....	94	27,985	1049	52,340	133	54,644	1979	1,110,993
French.....	2	813	36	....	2	813	36	8,280
Spanish.....	5	1,240	63	2,500	5	1,240	61	500
Swedish.....	3	859	34	....	3	859	31	1,231
Sardinian....	1	184	11	400	1	184	11	916
Total.....	189	77,886	2967	67,053	221	109,158	2118	3,940,916

Of the seventy-two British vessels which arrived at Mobile, there were from Great Britain, with salt thirty, value of cargoes 10,686*l.*; salt and potatoes two, value of cargoes 677*l.*; salt and ale one, value of cargo 450*l.*; in ballast twenty-eight. From Picton, in ballast, one; from Gibraltar, in ballast, two; from Rio de Janeiro, in ballast, one; from Dominique, in ballast, one; from Halifax, in ballast, one; from Virginia, in ballast, one; from Demerara, in ballast, one; from Algiers, in ballast, one; from Jamaica, in ballast, two. Total number of vessels, seventy-two. Total value of cargoes, 11,813*l.*

Of the seventy-seven British vessels which departed, there were for Great Britain, with cotton sixty-eight, value of cargoes 2,790,696*l.*; with cotton and beef two, value of cargoes 28,300*l.*; for St. John's, in ballast, two; for New Orleans, in ballast, one; for Quebec, in ballast, four. Total number of vessels, seventy-seven. Total value of cargoes, 2,818,996*l.*

Census of New York, 1845.—Population of city, 366,785; Brooklyn, and other suburban towns, estimated at 85,000; or a total population of about 450,000.

RETURN of British and Foreign Trade at the Port of New York, during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.
	number.	tons.	number.	dollars.	number.	tons.	number.	dollars.
British.....	325	65,475	3,048	1,780,578	333	68,279	3,123	2,189,329
United States..	1569	442,037	22,101	45,000,000	1585	450,085	22,380	17,054,342
French.....	10	2,240	112	42,500	10	2,240	112	260,583
Spanish.....	1	233	11	5,000	1	233	11	10,000
Portuguese.....	3	987	49	8,290	4	1,195	60	58,000
Russian.....	6	2,131	106	25,000	6	2,131	106	123,974
Swedish.....	89	26,320	1,326	900,000	88	26,280	1,313	1,210,584
Norwegian.....	28	7,196	359	130,000	29	7,482	370	307,000
Danish.....	14	2,741	187	60,000	13	2,539	180	179,852
Hanse Towns....	81	26,597	1,303	610,000	82	26,822	1,325	1,278,000
Netherlands....	23	5,154	257	86,000	23	5,154	257	277,679
Prussian.....	8	2,029	100	40,000	7	1,840	88	94,123
Hanoverian.....	6	1,845	94	2,000	6	1,845	94	95,856
Neapolitan.....	2	732	36	7,542	2	732	36	40,000
Sicilian.....	8	1,892	99	28,000	9	2,110	108	100,000
Sardinian.....	5	982	49	22,000	6	1,170	58	60,000
Venezuelan....	11	1,650	75	40,000	12	1,790	84	85,839
Buenos Ayrean..	1	220	10	4,000				
Total.....	2180	590,661	29,322	48,499,800	2216	606,918	29,705	24,076,361

**RETURN of the British Trade at the Port of New York during the Year ending
the 31st of December, 1844.**

Of the 325 British vessels arrived, there were from Great Britain, with coals and salt 1, value of cargo 4100 dollars; marble 1, value of cargo 1724 dollars; coals and iron, 1, value of cargo 6380 dollars; iron 15, value of cargo 318,921 dollars; dry goods 3, value of cargo 95,000 dollars; soda 1, value of cargo 3500 dollars; coals 9, value of cargo 62,850 dollars; chalk 2, value of cargo 9000 dollars; bagging 1, value of cargo 48,000 dollars; general cargo 15, value of cargo 855,914 dollars; salt 15, value of cargo 116,303 dollars; oil, &c. 2, value of cargo 50,000 dollars; slate 1, value of cargo 2766 dollars; sugar 1, value of cargo 21,774 dollars; in ballast 13.

From Nova Scotia, viz.: Yarmouth, with wood 5, value of cargo 300 dollars; in ballast 1. Sydney, with coals 11, value of cargo 5699 dollars. Cumberland, with potatoes 1, value of cargo 600 dollars; grindstones 6, value of cargo 6840 dollars. Kempt, plaister 1, value of cargo 300 dollars. Parsboro', plaister 3, value of cargo 450 dollars. Walton, plaister 1, value of cargo 90 dollars. Halifax, fish 4, value of cargo 18,250 dollars; potatoes 2, value of cargo 926 dollars; coals 1, value of cargo 100 dollars; skins 1, value of cargo 4162 dollars; in ballast 1. Cornwallis, with potatoes 5, value of cargo 5730 dollars. Douglas, with plaister 2, value of cargo 210 dollars. Shelburne, granite 1, value of cargo 338 dollars. Truro, with plaister 1, value of cargo 300 dollars. Guysboro', with plaister 1, value of cargo 500 dollars. Pictou, with coals 4, value of cargo 1698 dollars; with plaister 1, value of cargo 140 dollars; with grindstones 2, value of cargo 1800 dollars. Windsor, plaister 62, value of cargo 7715 dollars; potatoes 1, value of cargo 568 dollars; in ballast 1. Digby, with fish 1, value of cargo 1200 dollars; potatoes 1, value of cargo 400 dollars. Maitland, with plaister 1, value of cargo 80 dollars.

From Sidney (Cape Breton), with coals 2, value of cargo 901 dollars. New Brunswick, with plaister 2, value of cargo 480 dollars; with potatoes 3, value of cargo 3100 dollars. Nassau, New Providence, with fruit 1, value of cargo 2000 dollars; with wood 1, value of cargo 500 dollars. Connecticut, with iron 1, value of cargo 420 dollars; plaister 1, value of cargo 100 dollars; in ballast 5. Rhode Island, in ballast 1. Boston, in ballast 1. Pernambuco, in ballast 2. Bahia, in ballast 2. Harbour (Brit.), in ballast 1. Honduras, with mahogany 4, value of cargo 11,340 dollars. Demerara, 1, value of cargo 250 dollars; in ballast 1. Newfoundland, with fish 1, value of cargo 680 dollars; salt 1, value of cargo 140 dollars; junk 1, value of cargo 750 dollars; skins 3, value of cargo 8338 dollars; in ballast 8. Bahamas, with salt 26, value of cargo 20,565 dollars; fruit 2, value of cargo 3850 dollars; turtle 3, value of cargo 3850 dollars; pine-apples 1, value of cargo 1500 dollars; dyewood 1, value of cargo 500 dollars; in ballast 1. Bermuda, with arrowroot 1, value of cargo 1000 dollars; salt 1, value of cargo 200 dollars; hides 2, value of cargo 2000 dollars; in ballast 9. St. Vincent, with arrowroot 1, value of cargo 200 dollars; copper 1, value of cargo 1000 dollars; in ballast 3. Nevis, in ballast 1. Antigua, with oil, &c. 1, value of cargo 4000 dollars. St. Kitt's, in ballast 1. Jamaica, with logwood 5, value of cargo 12,000 dollars; pimento 4, value of cargo 39,200 dollars; in ballast 2. Barbadoes, in ballast 4. Trinidad, with hides 1, value of cargo 2500 dollars; in ballast 1. Prince Edward Island, with potatoes 3, value of cargo 2914 dollars. Sierra Leone, with oil 1, value of cargo 887 dollars; hides 2, value of cargo, 7000 dollars; cane-wood 1, value of cargo 2785 dollars.

Total number of vessels 325.

Total value of cargoes 1,789,578 dollars.

Of the 333 British vessels departed, there were for Great Britain, with naval stores 2, value of cargo 70,000 dollars; cotton 14,* value of cargo 404,918 dollars; cotton seed 1, value of cargo 70,860 dollars; annotta 2, value of cargo 104,933 dollars; logwood 2, value of cargo 7810 dollars; provisions 3, value of cargo 60,280 dollars; ashes 2, value of cargo 47,020; turpentine 4, value of cargo 40,585 dollars;

* One of these vessels has no value given.

copper ore 1, value of cargo 18,911 dollars; tar 1, value of cargo 17,800 dollars; cedar 1, value of cargo 9400 dollars; flour 1, value of cargo 2300 dollars; general cargo 5, value of cargo 163,500 dollars; provisions one, value of cargo 18,000 dollars; beef 1, value of cargo 17,900 dollars; wheat 1, value of cargo 7000 dollars; hides 1, value of cargo 40,000 dollars

For Nova Scotia, viz., Truro, with flour 1, value of cargo 5716 dollars. Liverpool, with provisions 1, value of cargo 1900 dollars. Dalhousie, in ballast 2. Cumberland, with provisions 2, value of cargo 500 dollars; flour 1, value of cargo 1000 dollars. Yarmouth, with flour 2, value of cargo 4150 dollars; provisions 5, value of cargo 13,350 dollars. Halifax, with flour 3, value of cargo 10,215 dollars; provisions 12, value of cargo 62,598 dollars; flour and tobacco 1, value of cargo 9000 dollars; tobacco 3, value of cargo 17,300 dollars; hemp 1, value of cargo 2500 dollars; flour and rum 1, value of cargo 2000 dollars; in ballast 2. Windsor, flour 6, value of cargo 767 dollars; provisions 12,* value of cargo 1944 dollars; flour and rye 1, value of cargo 95 dollars; corn 1, value of cargo 32 dollars; in ballast 17. Sackville, in ballast 1. Parsboro', with provisions 1, value of cargo 50 dollars; in ballast 2. Digby, with flour 1, value of cargo 400 dollars. Herten, in ballast 1. Picton, with tobacco 1, value of cargo 1600 dollars; fruit 1, value of cargo 30 dollars; in ballast 4. Sydney, in ballast 1. Guysboro', with provisions 1, value of cargo 10,240 dollars.

For Newfoundland, with provisions 1, value of cargo 4314 dollars. With flour 6, value of cargo 32,007 dollars; provisions 54, value of cargo 364,649 dollars; flour and pork 1, value of cargo 7000 dollars; tea, &c. 1, value of cargo 1572 dollars; butter 1, value of cargo 4500 dollars; pork 1, value of cargo 6000 dollars; molasses 2, value of cargo 12,100 dollars; general 1, value of cargo 7000 dollars; rum, tea, &c. 1, value of cargo 3200 dollars; in ballast 1. Placentia, Newfoundland, with pork 1, value of cargo 3566 dollars. St. Peter's with glassware 1, value of cargo 18,043 dollars. Fogo, Newfoundland, with flour, 1, value of cargo 9900 dollars. New Brunswick, in transit 1. St. John's, New Brunswick, with flour 4, value of cargo 15,853 dollars; provisions 13, value of cargo 54,492 dollars; tobacco 4, value of cargo 24,000 dollars; clover-seed 1, value of cargo 4500 dollars; general 1, value of cargo 150 dollars; flour and hemp 1, value of cargo 3000 dollars; staves 1, value of cargo 2000 dollars; in ballast 9; in transit 2. St. Andrew's, with wheat 1, value of cargo 3000 dollars; in ballast 1. Miramichi, New Brunswick, provisions 4, value of cargo 25,095 dollars. Calais, New Brunswick, in ballast 2. For Canada, in ballast 2. Quebec, general 1, value of cargo 16,450 dollars; naval stores 1, value of cargo 4400 dollars; in ballast 18; with resin 1, value of cargo 7540 dollars; provisions 2, value of cargo 27,000 dollars. Montreal, with lead 1, value of cargo 9270 dollars; tar 1, value of cargo 10,500 dollars. Africa, in ballast 3. Sierra Leone, assorted cargo 1, value of cargo 8941 dollars; tobacco 1, value of cargo 2855 dollars. Gambia, with tobacco 1, value of cargo 11,000 dollars. Pernambuco, with provisions 1, value of cargo 5450 dollars. Demerara, with provisions 3, value of cargo 21,430 dollars. Honduras, with provisions, 3, value of cargo 29,000 dollars. Green Turtle Key, with provisions 1, value of cargo 900 dollars; lumber 1, value of cargo 2200 dollars. Eleuthera, with flour 1, value of cargo, 350 dollars. Harbour Island, with flour and hemp 1, value of cargo 1900 dollars. Albaco, with provisions 1, value of cargo 1700 dollars. Bermuda, with provisions 7, value of cargo 45,058 dollars; flour 3, value of cargo 14,100 dollars. Antigua, with provisions 1, value of cargo 4331 dollars. St. Vincent, with provisions 3, value of cargo 19,798 dollars. St. Kitt's, with flour and meal 1, value of cargo 8000 dollars. Jamaica, with provisions 3, value of cargo 15,130 dollars; assorted cargo 1, value of cargo 6367 dollars. Montego Bay, with provisions 2, value of cargo 8570 dollars. Barbadoes, with provisions 2, value of cargo 11,396 dollars; flour 1, value of cargo 7300 dollars. Norfolk, in ballast 1. Menadie, with wheat 1, value of cargo 350 dollars. Eastport, in ballast 1. St. Stephen's, South Carolina, in ballast 1. Sisal, Mexico, in ballast 1. Wilmington, in ballast 1. Nassau, New Providence, with provisions 2,

* One of these vessels has no value given.

value of cargo 4240 dollars ; with flour 2, value of cargo 4800 dollars. Harbour Grace, with apples 1, value of cargo 2500 dollars ; provisions 3, value of cargo 24,158 dollars.

Total number of vessels 333.

Total value of cargoes 2,189,529 dollars.

PORT OF CHARLESTON.—Of the 92 British vessels which arrived during the year 1844, there were from Great Britain, with coals and iron 1, value of cargo 820*l.* 5*s.*; iron 4, value of cargo 9265*l.*; salt and potatoes 3, value of cargo 920*l.* 10*s.*; salt and coals 4, value of cargo 1100*l.*; salt, hardware, and earthenware 7, value of cargo 13,379*l.*; coals 2, value of cargo 285*l.* 10*s.*; salt, coals, dry goods, and hardware 2, value of cargo 12,280*l.*; salt 12, value of cargo 2640*l.* 6*s.* 6*d.*; with glass, spirit, and ale 1, value of cargo 396*l.*; salt, potatoes, and ale 1, value of cargo 130*l.*; coals, linen, salt, and potatoes 1, value of cargo 380*l.*; coals and potatoes 2, value of cargo 152*l.* 10*s.*; hay, potatoes, and salt 2, value of cargo 318*l.*; dry goods 1, value of cargo 5330*l.*; in ballast 16.

From Nassau, with turtle 1, value of cargo 20*l.*; in ballast 8. Savannah, with cotton 1 (in distress). Demerara, in ballast 2. Rio de Janeiro, in ballast 1. Barbadoes, in ballast 2. Jamaica, in ballast 5. St. Thomas, in ballast 1. Bermuda, in ballast 4. Harbour Island, with salt and fruit 1, value of cargo 40*l.* Oran, in ballast 1. Gibraltar, in ballast 4. Cape de Verd Islands, in ballast 2. Total number of vessels 92. Total value of cargoes 47,457*l.* 1*s.* 6*d.*

Of the 99 British vessels which departed, there were for Great Britain, with cotton and turpentine 3, value of cargo 43,029*l.* 6*s.*; cotton and chain cables 1, value of cargo 13,261*l.* 17*s.*; rice, cotton, and paddy 1, value of cargo 16,002*l.*; cotton, rice, and amathis 1, value of cargo 12,604*l.* 12*s.* 3*d.*; paddy, cotton, and plank 1, value of cargo 4031*l.* 9*s.*; rice and cotton 5, value of cargo 49,920*l.* 17*s.* 3*d.*; cotton, rice, and corn 1, value of cargo 5038*l.* 2*s.* 8*d.*; cotton 39,* value of cargo 396,681*l.* 5*s.* 11*d.*; cotton and paddy 5, value of cargo 43,196*l.* 1*s.* 2*d.*; cotton, rice, corn, and machinery 1, value of cargo 10,345*l.* 3*s.*; cotton and naval stores 1, value of cargo 11,111*l.* 7*s.* 6*d.*; cotton and tallow 1, value of cargo 557*l.* 11*s.* 8*d.*; cotton, tar, and planks 1, value of cargo 15,455*l.* 6*s.* 3*d.*; cotton, copper-ore, and pitch 1, value of cargo 17,910*l.* 12*s.* 6*d.*; paddy, cotton, and ambergris 1, value of cargo 5189*l.* 11*s.* 2*d.*; cotton and cane-reeds 3, value of cargo 28,173*l.* 16*s.* 7*d.*; cotton and planks²³, value of cargo 30,720*l.* 13*s.* 8*d.*; paddy, cotton, and cane-reed 1, value of cargo 9320*l.* 1*s.* 1*d.*

For Rotterdam, with rice 1, value of cargo 1981*l.* 8*s.* 8*d.* Ichaboe, in ballast 1. British West Indies, with rice 6, value of cargo 4646*l.* 5*s.*; rice and tar 1, value of cargo 568*l.* 2*s.* 6*d.*; rice and peas 1, value of cargo 1012*l.* 10*s.*; rice, provisions, and lumber 1, value of cargo 1261*l.* Nassau, with rice and corn 1, value of cargo 253*l.* 16*s.*; flour and corn 1, value of cargo 145*l.* 18*s.* 3*d.*; rice, corn, and flour 1, value of cargo 140*l.*; rice and provisions 1, value of cargo 1162*l.* 3*s.* 2*d.*; lumber, provisions, and live stock 1, value of cargo 268*l.* 8*s.* 6*d.*; rice, lumber, and corn 1, value of cargo 585*l.*; cotton 1, value of cargo 821*l.* 9*s.* 6*d.*; rice, corn, and peas 2, value of cargo 680*l.* Quebec, with timber and wine 1, value of cargo 46*l.* 16*s.* St. John's, New Brunswick, with lumber 1, value of cargo 67*l.* 10*s.* Stettin, Prussia, with rice and coffee 1, value of cargo 3863*l.* 14*s.* Jamaica, with rice and boards 1, value of cargo 1026*l.* Harbour Islands, with lumber, rice, and corn 1, value of cargo 159*l.* St. Jago de Cuba, with timber 1, value of cargo 222*l.* 15*s.*; with provisions 1, value of cargo 548*l.* Maranham, in ballast 1. Mobile, in ballast 1. Total number of vessels 99. Total value of cargoes 732,009*l.* 11*s.* 3*d.*

PORT OF WILMINGTON.—Of the 30 British vessels which arrived in 1844, there were, from Great Britain, with ballast and specie 1, value of cargo 583*l.* 6*s.* 8*d.*; Barbadoes, with salt and specie 1, value of cargo 312*l.* 15*s.*; Demerara, with ballast and specie 3, value of cargo 895*l.* 16*s.* 8*d.*; Nevis, with ballast and specie 2, value of cargo 270*l.* 16*s.* 8*d.*; Antigua, with ballast and specie 6, value of cargo 1186*l.* 12*s.*; Trinidad, with ballast and specie 3, value of cargo 625*l.*; Jamaica, ballast and specie 2, value of cargo 979*l.* 3*s.* 4*d.*;

* One vessel arrived in distress, and departed with cotton. No value given.

Nassau, ballast and specie 4, value of cargo 750*l.*; Halifax, with potatoes 1, value of cargo 62*l.* 10*s.*; New York, in ballast 1; Turk's Island, with salt 1, value of cargo 86*l.* 6*s.* 8*d.*; salt and specie 1, value of cargo 250*l.*; St. Kitt's, in ballast and with specie 3, value of cargo 750*l.*; St. Vincent, in ballast and specie 1, value of cargo 208*l.* 6*s.* 8*d.* Total number of vessels, 30. Total value of cargoes, 6960*l.* 13*s.* 8*d.*

Of the 30 British vessels departed, there were for Great Britain, with turpentine and tar 2, value of cargo 1895*l.* 16*s.* 8*d.*; with lumber and tar 1, value of cargo 162*l.* 1*s.* 4*d.* Grenada, with lumber, rice, and tobacco 1, value of cargo 500*l.* Barbadoes, lumber, rice, and staves 1, value of cargo 250*l.*; lumber and shingles 1, value of cargo 76*l.* 0*s.* 10*d.* Antigua, lumber and staves 5, value of cargo 1153*l.* 2*s.* 6*d.*; lumber and shingles 1, value of cargo 250*l.* Montserrat, resin, tar, and rice 1, value of cargo 145*l.* 16*s.* 8*d.* Nevis, lumber and staves 2, value of cargo 343*l.* 15*s.*; staves and shingles 1, value of cargo 104*l.* 3*s.* 4*d.* Trinidad, lumber and corn 1, value of cargo 166*l.* 13*s.* 4*d.*; lumber and staves 1, value of cargo 142*l.* 10*s.*; lumber and rice 1, value of cargo 375*l.* Nassau, lumber and shingles 4, value of cargo 658*l.* 6*s.* 8*d.* Halifax, rice and tar 1, value of cargo 264*l.* 11*s.* 8*d.*; rice and naval stores 1, value of cargo 625*l.* Jamaica, lumber and shingles 1, value of cargo 187*l.* 10*s.*; lumber and rice 1, value of cargo 250*l.* St. Kitt's, lumber and staves 3, value of cargo 771*l.* 1*s.* 8*d.* Total number of vessels, 30. Total value of cargoes, 8361*l.* 9*s.* 8*d.*

Commerce and Navigation of Baltimore, 1844.—The following is a list of the foreign and coastwise arrivals at the port of Baltimore, during the year 1844, made up from the monthly tables published in the *Baltimore American*:—

Total Foreign—ships, 60; barques, 48; brigs, 198; schooners, 127. Total coastwise—ships, 17; barques, 55; brigs, 182; schooners, 929.

The whole number of arrivals, during the year 1844, was 1620. Of this number there were, American, 1508; British, 65; Bremen, 34; Hanoverian, four; Swedish, two; Spanish, two; Oldenburg, one; Sardinian, one; Holland, one; Hamburg, one; and Danish, one.

Commercial Navigation of Boston, in 1844.—The following tables embrace the arrivals and clearances at the port of Boston, during the year 1844, commencing on the 1st of January, and ending on the 30th of December:—

Arrivals.—Foreign—ships, 150; barques, 214; brigs, 598; schooners, 1237. Coastwise—ships, 121; barques, 191; brigs, 785; schooners, 4008; sloops, 152. Total number of arrivals for the year 1844, ships, 277; barques, 405; brigs, 1383; schooners, 5245; sloops, 152.

Of the above, there were, British, 15 barques, 131 brigs, and 1009 schooners; Sicilian, two barques and five brigs; Swedish, one barque and four brigs; Bremen, two ships and one brig; Prussian, one barque and two brigs; German, one brig; Hamburgian, four brigs; Dutch, one brig; Norwegian, one barque; Sardinian, one brig; Austrian, one barque; and the remainder, American.

Clearances.—Foreign—ships, 93; barques, 202; brigs, 515; schooners, 1166. Coastwise—ships, 205; barques, 211; brigs, 627; schooners, 1627; sloops, 104. Total number of clearances for the year 1844, ships, 298; barques, 413; brigs, 1142; schooners, 2973; sloops, 104.

Of the above, there were British, 15 barques, 130 brigs, and 1025 schooners; Sicilian, three barques and five brigs; Swedish, one barque and three brigs; Bremen, two ships and one brig; Prussian, one barque and two brigs; German, one brig; Hamburgian, four brigs; Dutch, one brig; Norwegian, one barque; Sardinian, one brig; and the remainder American.

A large number of wood coasters have also arrived, which are not included in the above estimate. The disparity between the arrivals and clearances is owing to the fact that a great number of the vessels which are reported as arrived, do not clear at the custom-house before sailing, being under licence.

During the year, the royal mail steamship *Britannia*, running between this port and Liverpool, has entered and cleared at the custom-house four times. The *Hibernia* has entered five, and cleared six times. The *Caledonia* has entered and cleared five times. The *Acadia* has entered five, and cleared four times.

TOBACCO Inspections of Virginia, and Stocks for 1840 and 1845.

D A T E.	Inspections.	Stocks.
September 30th, 1840.....	hogsheads. 58,034	hogsheads. 13,829
September 30th, 1845.....	51,126	22,444

FOREIGN Clearances for the year ending the 30th of September, 1841.

P L A C E S.	T O B A C C O.					COTTON.	FLOUR.
	Hogsheads.	Stems.	Tierces.	Bales.	Scraps.	Bales.	Barrels.
	number.	number.	number.	number.	number.	number.	number.
Leith.....	660	..	115	..	..	..	..
London.....	8,460	..	2274	..	..	1490	..
Bremen.....	1,504	3443	..	..	18	..	..
Amsterdam.....	347	551	..	..	..	..	..
Antwerp.....	2,020	218	..	118	..	57	..
Cowes, &c.....	2,785½	..	..	..	..	1213	..
Marseilles.....	1,748	..	..	..	..	74	..
Bordeaux.....	1,137	..	..	..	..	..	..
Pernambuco.....	..	..	..	..	..	..	7,815
Liverpool.....	5,002	..	395	..	..	2127	810
Havre.....	3,048	..	..	..	..	438	600
Jamaica.....	..	..	..	..	..	..	1,150
Havanna.....	..	..	..	..	..	..	561
Kingston.....	..	..	..	..	..	..	1,200
Rotterdam.....	2,150	1462	3	..	..	..	..
Gibraltar.....	722	..	336	..	..	58	171
Glasgow.....	924	..	212	..	..	018	..
Bolivia.....	..	..	..	..	..	..	2,445
Genoa.....	950	..	..	..	..	..	..
Barbadoes.....	..	..	..	..	..	..	1,300
Bristol.....	468	..	65	..	..	..	..
Leghorn.....	440	..	..	..	..	..	..
Rio.....	..	..	..	12	..	..	25,600
Trieste.....	562	..	3	..	..	..	..
Bahia.....	..	..	..	..	..	..	1,764
Total.....	34,442½	6074	3103	160	18	6345	43,125

ESTIMATED Value of Foreign and Coastwise Exports from the Ports of Richmond and City Point, Virginia.

	dollars.	cents.
34,442½ hogsheads of tobacco, valued at 125 dollars per hogshead.....	4,305,312	50
6,074 do. stem do., valued at 20 dollars per hogshead.....	121,480	00
3,403 tierces of tobacco, valued at 50 dollars per tierce.....	170,150	00
100 bales of tobacco, valued at 30 dollars per bale.....	4,800	00
18 hogsheads of scrap do., valued at 20 dollars per hogshead.....	360	00
6,345 bales of cotton, valued at 40 dollars per bale.....	253,800	00
43,125 barrels of flour, valued at 5 dollars 50 cents per barrel.....	237,187	00
Estimated value of foreign exports.....	5,093,089	50
Estimated value of coastwise shipments.....	4,250,000	00
September 30th.—Total value of exports for 1841.....	9,343,089	50
For year ending the 30th of September, 1840, the estimated value of foreign and coastwise exports.....	8,068,895	50
Excess in 1841.....	1,274,194	00

N.B.—Under the class of tierces of tobacco, strips in half hogsheads, and manufactured tobacco for foreign shipment are embraced.

GROSS Return of British and Foreign Trade within the Port of New Orleans, during the Year ending the 31st of December, 1844.

NATIONS.	A R R I V E D.				D E P A R T E D.				REMARKS.
	Vessels.	Tonnage.	Crews.	Value of Cargoes.	Vessels.	Tonnage.	Crews.	Value of Cargoes.	
	number.	tons.	number.	dollars.	number.	tons.	number.	dollars.	
British.....	154	70,448	2,890	267,509	163	76,238	2,761	6,845,191	IMPORTS.
American.....	637	193,244	7,762	0,515,279	842	206,532	9,610	22,443,550	equal at par
French.....	20	7,089	319	343,516	22	8,473	347	746,362	of exchange to
Spanish.....	29	5,515	343	98,482	27	5,135	319	260,123	1,718,479½
Hanseatic.....	17	6,549	247	43,780	21	7,096	322	245,873	EXPORTS.
All other nations.....	53	7,864	454	369,059	62	9,028	519	672,959	31,214,458 dollars
Total.....	911	291,809	11,742	7,637,683	1137	372,502	13,878	27,214,458	equal at par of exchange to 7,023,253½

EXPORTS of Cotton and Tobacco from New Orleans, for the Year commencing the 1st of September, 1844, and ending the 31st of August, 1845.

WHITHER EXPORTED.	1844—45	WHITHER EXPORTED.	1844—45	WHITHER EXPORTED.	1844—45
Liverpool.....	529,075	Brought forward...	712,161	Brought forward....	834,143
London.....	2,025	Rotterdam and Ghent...	2,355	Other foreign ports.....	2,267
Glasgow and Greenock...	36,213	Bremen.....	9,211	New York.....	52,880
Cowes, Falmouth, &c.....	17,975	Antwerp, &c.....	7,106	Boston.....	75,357
Cork, Belfast, &c.....	112,995	Hamburg.....	9,132	Providence, Rhode Island	74
Havre.....	2,311	Gottenburgh.....	1,630	Philadelphia.....	6,784
Bordeaux.....	7,857	Spain and Gibraltar.....	821	Baltimore.....	3,040
Marseilles.....	1,854	West Indies.....	62,083	Portsmouth.....	1,053
Nantz, Cotte, and Rouen	1,253	Genoa, Trieste, &c.....	27,201	Other coastwise ports...	2,425
Amsterdam.....	712,161	China.....	2,353	Western states.....	6,000
Carried forward....	712,161	Carried forward....	831,143	Total.....	984,625

RECAPITULATION.			
Great Britain.....	565,888	Brought forward.....	743,943
France.....	125,020	South of Europe and China...	92,158
North of Europe.....	33,035	Coastwise.....	148,215
Carried forward....	713,943	Total.....	984,616

IMPORTS of Coffee into New Orleans from all Foreign Ports, from January, 1834, to January, 1845, compiled from the Records of the Custom-house.

YEARS.	Quantity.	Bags.*	Value.	YEARS.	Quantity.	Bags.*	Value.
	lbs.	number.	dollars.		lbs.	number.	dollars.
1834.....	15,240,610	95,253	1,911,106	Br forward.....	121,872,356	761,649	13,016,568
1835.....	22,962,044	143,510	2,615,190	1840.....	21,088,963	132,430	2,055,308
1836.....	15,991,273	99,926	1,900,288	1841.....	34,235,155	213,969	3,290,738
1837.....	17,077,461	106,732	1,715,915	1842.....	21,155,854	132,224	1,628,425
1838.....	21,708,144	131,608	2,082,220	1843.....	30,162,941	188,518	2,140,723
1839.....	28,880,821	180,560	2,731,821	1844.....	27,757,846	167,247	1,773,139
Carr. forward.....	121,872,356	761,649	13,016,568	Total.....	250,373,155	1,596,027	23,904,901

* Each bag of coffee is averaged at 160 lbs.

A TABLE showing the Receipts at New Orleans of the Principal Articles from the Interior, during the Year ending the 31st of August, 1845, with their Estimated Average and Total Value.

ARTICLES.	Amount.	Average.	Value.	ARTICLES.	Amount.	Average.	Value.
	number.	dtra. cts.	dollars.		number.	dtra. cts.	dollars.
Bacon assorted... hhds. & casks	12,892	40 00	514,160	Lard.....barrel	60,078	16 00	961,218
— ditto.....boxes	38	25 00	950	—.....kegs	215,414	3 25	797,513
— hams... hhds. and tierces	8,358	45 00	376,110	— in bulk.....lbs	732,125	2 20	1,618,435
— in bulk.....lbs	350,000	0 44	15,750	Molasses (estimated crop)...gall.	9,096,000	0 14	1,260,000
Bagging.....pieces	111,284	10 00	1,112,840	Oats.....barrels	14,269	0 70	100,883
Blue rope.....coils	67,600	5 00	338,000	Oil, lard.....do.	2,413	24 00	57,912
Butter.....kegs and firkins	30,319	4 00	121,276	Potatoes.....do.	5,779	1 50	86,689
—.....barrels	396	15 00	5,940	Pork.....barrels	216,060	10 00	2,160,600
Beef.....barrels	20,113	7 00	203,791	—.....hogshead	6,741	40 00	269,640
—.....tierces	3,561	13 00	46,293	— in bulk.....lbs	1,709,000	0 41	211,932
— dried.....lbs	58,200	0 6	3,492	Sugar (estimated crop)...hhds.	200,000	45 00	9,000,000
Cotton.....bales	979,738	24 00	23,501,712	Tallow.....barrels	7,823	17 00	133,926
Corn meal.....barrels	7,917	2 50	19,792	Tobacco, leaf.....hogsheads	64,093	45 00	2,884,185
— in ear.....do.	139,680	0 45	62,859	— strips.....do.	7,300	100 00	730,000
— shelled.....sacks	390,964	0 874	342,084	— (ch'g).....kegs and boxes	9,309	12 00	63,708
Cheese.....boxes	39,091	2 00	78,182	—.....bales	3,799	2 50	9,497
Coal, western.....barrels	281,000	0 374	105,375	Whiskey.....barrels	97,651	8 00	781,208
Dried apples and peaches...do.	2,232	2 00	4,464	Wheat.....barrels and sacks	64,759	2 00	129,518
Flour.....do.	533,312	4 00	2,134,248	Lard.....hogsheads	167	50 00	8,350
Hay.....bundles	37,296	2 25	86,165				
Total value of the entire receipts for the year 1844-45.....				57,199,122 dollars.			
" " " " " 1843-44.....				60,094,716			
" " " " " 1842-43.....				53,728,054			
" " " " " 1841-42.....				45,716,045			

STATEMENT of Sugar made in Louisiana, in 1844.

PARISHES.	Sugar establish- ments in each parish.	By steam power.	By horse power.	Actual hogs- heads by each one.	1000 lbs. by each one.	PARISHES.	Sugar establish- ments in each parish.	By steam power.	By horse power.	Actual hogs- heads by each one.	1000 lbs. by each one.
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Pointe Coupee	5	5	..	884	882	Brought forward ..	463	310	153	197,831	148,298
West Baton Rouge..	19	14	5	4,247	4,811	Lafourche Interior..	49	23	26	14,205	14,878
East Baton Rouge..	18	14	4	4,474	5,026	Bayou Lafourche..	42	32	10	12,661	13,801
Iberville.....	60	47	22	76,463	17,770	Terrebonne, ditto...	147	31	116	18,795	21,961
Ascension.....	48	31	17	19,223	20,206	St. Mary, Atakapas	36	9	27	4,419	5,031
St. James.....	67	44	23	21,519	22,690	St. Martin, ditto.....	4	..	4	372	408
St. John the Baptist	55	26	29	13,575	13,820	Lafayette, ditto.....	13	..	13	862	934
St. Charles.....	37	32	5	12,532	12,878	Vermilion, ditto.....	8	3	5	1,179	1,301
Jefferson.....	24	23	1	11,218	11,757	St. Landry, Opi-	..	..	..	1,000	1,000
St. Bernard.....	23	18	5	6,941	7,149	louisa.....	..	..	..	..	..
Plaquemines.....	36	32	4	11,761	16,123	Divers small parcels	..	..	..	..	..
Assumption, Bayou	..	..	..	..	..	made in different	..	..	..	..	..
Lafourche	62	21	38	11,990	12,878	sugar houses.....	..	..	..	..	..
Carried forward..	463	310	153	197,831	148,298	Total hogsheads.	702	408	354	251,324	205,912

Sugar.—In Louisiana alone in the United States is it produced in any quantity from the cane, and the quantity so produced is never sufficient for consumption of the United States, and in foreign markets it is only of importance as it supplies or fails to supply our home demand. The following table will show how varied and uncertain is the yield. An unfavourable time for planting or an early frost will reduce the probable yield one-half, and we are never actually sure of our crop until it be actually rolled.

YEARS.	Hogsheads.	YEARS.	Hogsheads.
number.	number.	number.	number.
Crop of 1814	200,000	Crop of 1838.....	70,000
" 1815.....	100,000	" 1837.....	65,000
" 1812.....	110,000	" 1836.....	70,000
" 1811.....	96,000	" 1845.....	30,000
" 1810.....	87,000	" 1834.....	100,000
" 1830.....	115,000		

NEW ORLEANS COTTON PRESS CHARGES.

Charges to Factors and Receivers.—Drayage, storage, and labour, piling up, and turning out for weighing, twenty-seven cents and a half per bale for the first sixty days, and ten cents per bale per month afterwards. All extra labour will be charged.

Charges to Shippers of Compressed Cotton.—Labour, in all cases, five cents per bale. If not ordered within fifteen days from the time it is received, ten cents per bale per month storage will be charged additional. All necessary repairs will be charged. Drayage on ship-board, within the first and second municipalities, twelve cents and a half per bale; within the limits of the third municipality, fifteen cents per bale.

Charges on Uncompressed Cotton.—All cotton remaining over night only, or longer, will be charged ten cents per bale per month, and all labour incurred.

All cotton changing ownership, or transferred from one party to another, will be charged new storage, and any labour which may be incurred.

All cotton hauled to the presses for compressing, will be charged the drayage to the press, in addition to that on ship-board.

All the foregoing charges will be considered payable in cash, and collected at least once per month.

COTTON CROP OF THE UNITED STATES.

STATEMENT and Total Amount for the Year, ending the 31st of August, 1845.

C O U N T R I E S.	Bales.	Bales.	TOTAL.	1844	C O U N T R I E S.	Bales.	Bales.	TOTAL.	1844
	No.	No.	No.	No.		No.	No.	No.	No.
NEW ORLEANS.					GEORGIA (continued).				
Export—					Deduct—	..	315,079		
To Foreign ports	836,401				Stock in Savannah and				
Coastwise	148,215				Augusta, 1st of Sep-	..	19,659		
Stock on hand, 1st of					September, 1844.....			295,440	255,597
September, 1845.....	7,550				SOUTH CAROLINA.				
		902,172			Export from Charles-				
Deduct—					ton—				
Stock on hand, 1st of					To Foreign ports—Up-				
September, 1844.....	12,931				lands.....	288,870			
Received from Mobile...	12,123				Ditto, Sea Islands....	20,905			
Received from Florida...	12,839				Coastwise—Uplands....	111,658			
Received from Texas...	25,159				Ditto, Sea Islands.....	423			
		63,016					421,896		
MOBILE.			929,126	832,172	Export from George-				
Export—					town—				
To Foreign ports	390,714				To New York.....	15,395			
Coastwise	131,282				Burnt in Charleston...	3,181			
Stock, 1st of September,					Stock in Charleston, 1st			451,651	
1845.....	600	522,605	•		of September, 1845....				
Deduct—					Deduct—				
Stock, 1st of September,					Stock in Charleston, 1st				
1844.....	4,175				of September, 1844....	13,536			
Received from Florida...	485				Received from Savannah	10,911			
Received from Texas...	718				Received from Florida,				
Received from New Or-					Key West, &c.....	813			
leans.....	31	5,109					25,290		
FLORIDA.			517,196	467,990	NORTH CAROLINA.			426,361	304, 70
Export—					Export—				
To Foreign ports.....	64,853				Coastwise.....	12,587			
Coastwise	124,040				Stock on hand, 1st of Sep-			12,687	
Stock on hand, 1st of					tember, 1845.....	100			
September, 1845.....	100	188,993			Deduct—				
Deduct—					Stock on hand, 1st Sep-				
Stock on hand, 1st of		300	•		tember, 1841.....	..	200	12,487	8,618
September, 1844.....	..		188,693	145,502	VIRGINIA.				
GEORGIA.					Export—				
Export from Savan-					To Foreign ports.....	3,823			
nah—					Coastwise.....	6,009			
To Foreign ports—Up-					Manufactured.....	14,500			
lands	175,965				Stock on hand, 1st of Sep-				
Ditto, Sea Islands	6,108				tember, 1845.....	2,418		27,350	
Coastwise Uplands	120,579				Deduct—				
Ditto, Sea Islands.....	1,900				Stock on hand, 1st of Sep-				
		301,544			tember, 1841.....	..	2,150	25,200	14,500
Burnt in Savannah	1,901				Received at Philadelphia				
Stock in Savannah, 1st					and Baltimore, over-				
of September, 1845...		2,736			land.....	..	..	..	1,100
Stock in Augusta and					Total crop of the United				
Hambro', 1st of Sep-					States.....	..	..	2,394,503	2,030,409
tember, 1845.....	5,919	315,099							

bales.

Total crop of 1845, as above..... 2,394,503

Crop of last year..... 2,030,409

Increase..... 364,094

FROM	To Great Britain.	To France.	To North of Europe.	Other Foreign Ports.	TOTAL.
	bales.	bales.	bales.	bales.	bales.
New Orleans.....	585,898	125,020	33,035	92,458	836,401
Mobile.....	268,849	68,929	24,843	28,093	390,714
Florida.....	99,460	7,660	..	7,733	64,853
Georgia (Savannah and Darien)	164,085	14,071	1,214	2,703	182,073
South Carolina.....	218,618	72,221	15,877	3,059	309,775
North Carolina.....					
Virginia.....	1,158	423	2,242	..	3,823
Baltimore.....	246	..	375	..	621
Philadelphia.....	2,237	183	..	641	3,061
New York.....	145,614	69,962	49,795	14,173	275,514
Boston.....	3,151	888	7,120	1,732	12,891
Grand Total.....	1,438,306	379,357	134,501	150,592	2,083,756
Total last year.....	1,202,498	282,685	69,053	75,254	1,929,490
Increase.....	236,808	76,672	65,448	75,338	454,266

Note.—The shipments from Mississippi are included in the export from New Orleans.

GROWTH.

Y E A R S.	Quantity.	Y E A R S.	Quantity.
	bales.		bales.
Total crop of 1825-26.....	710,000	Total crop of 1835-36.....	1,360,725
" 1826-27.....	937,000	" 1836-37.....	1,422,930
" 1827-28.....	712,000	" 1837-38.....	1,801,497
" 1828-29.....	857,744	" 1838-39.....	1,360,532
" 1829-30.....	976,845	" 1839-40.....	2,177,835
" 1830-31.....	1,038,848	" 1840-41.....	1,634,945
" 1831-32.....	987,477	" 1841-42.....	1,083,574
" 1832-33.....	1,070,438	" 1842-43.....	2,378,875
" 1833-34.....	1,203,304	" 1843-44.....	2,030,409
" 1834-35.....	1,354,328	" 1844-45.....	2,304,503

CONSUMPTION.

TOTAL CROPS.	Quantity.	Quantity.	Quantity.
	bales.	bales.	bales.
Total crop of the United States as above stated....	..	..	2,304,503
Add :—			
Stocks on hand at the commencement of the year, 1st of September, 1844 :			
In the southern ports.....	..	52,954	
In the northern ports.....	..	106,818	
			159,772
Makes a supply of.....	..	..	2,554,275
Deduct therefrom :			
The export to foreign ports.....	2,083,756		
Less Texas and other foreign.....	20,194		
		2,054,562	
Stocks on hand at the close of the year, 1st of September, 1845 :			
In the southern ports.....	30,317		
In the northern ports.....	63,809		
		94,126	
Burnt at Savannah.....	1,900		
Burnt at Charleston.....	3,481		
Burnt at New York.....	11,200		
		16,581	
			2,165,269
Taken for home use.....	..	..	389,006

QUANTITY consumed by and in the Hands of Manufacturers.

	bales.		bales.
1844-45.....	389,006	1835-36.....	236,733
1843-44.....	346,711	1834-35.....	216,888
1842-43.....	325,120	1833-34.....	196,413
1841-42.....	267,800	1832-33.....	194,412
1840-41.....	297,288	1831-32.....	173,800
1839-40.....	295,193	1830-31.....	182,142
1838-39.....	276,018	1829-30.....	126,512
1837-38.....	216,063	1828-29.....	118,853
1836-37.....	222,540	1827-28.....	120,593

It will be seen, that we have deducted from the New Orleans and Mobile statements, the quantity received at those ports from Texas—Texas being a foreign country. Our next annual statement will probably include Texas in the crop of the United States.

Our estimate of the quantity taken for consumption, does not include any cotton manufactured in the states south and west of Virginia, nor any in that state, except in the vicinity of Petersburg and Richmond.

The quantity of new cotton received at the shipping ports amounted to about 7500 bales, same as last year.

In regard to the crop now gathering, we have loud complaints of injury from drought in certain sections, while in others the yield is represented as good. It is too early yet to form any reliable conclusion as to the quantity that may reach the market.

In the New Orleans statement, we notice an allowance of 6000 bales for cotton sent up the river to the western states. As it is probable some of this cotton reaches Philadelphia and Baltimore "overland," we omit the overland item in our statement of the crop for this year.

ICE TRADE OF THE UNITED STATES.

The principal locality for cutting ice to be exported to foreign countries, is the Wenham Lake, near Boston. Boston and the suburb, or town of Charlestown, near the lake, are the principal places of export.

There are in Boston sixteen companies engaged in transporting ice to the East and West Indies, New Orleans, South America, and Europe, and to other warm climates. In 1830, the quantity of ice shipped from Charlestown to distant ports amounted to 30,000 tons. No less than 50,000 tons were exported from Boston. The expense to the shippers was 12,340 dollars, or about a quarter of a dollar a ton. The average receipts were 3,570,000 dollars; a single firm in Boston freighted 101 vessels, and a cargo was sent to the East Indies and exchanged pound for pound for cotton, which was sold at a profit in England. Sawdust, for packing, is worth three dollars per cord. Formerly, ice sold in New Orleans for six cents (*threepence*) per lb., and now sells for one cent (*one halfpenny*) per lb.; but more money is made from the increased consumption at one cent than was made at six cents. The ice is sawed into blocks by a machine, and is packed on board the vessel with straw and hay, in thin deal boxes, air-tight. One company expended 7000 dollars for hay alone. The annual crop of Wenham Lake ice is considered good at 200,000 tons, and can be cut and housed in about three weeks.

In September, 1833, the first cargo of ice from Boston was discharged at Calcutta.

Since 1833, the trade has increased greatly; and, from the small beginning at Boston, has extended from other northern ports; and a considerable quantity is now annually shipped at New York. Great improvements have been made in packing, so that the wastage is much reduced. Large quantities are shipped to New Orleans, and other southern ports; and the home consumption of ice has augmented largely. Salmon, from the state of Maine, and cod and other fish, from Boston, are packed in ice, and sent by the various railroads to the interior of western New England, and as far north as Buffalo.

The export of ice from Boston, for the month ending August 31, 1844, is as follows:—

FOREIGN PORTS.	Tons.	COASTWISE PORTS.	Tons.
Bombay and Calcutta.....	442	New Orleans	2380
Liverpool.....	759	Charlestown	300
Rio Janeiro.....	268		
Barbadoes	230½	Total for August.....	2680
Trinidad.....	127	Total since June 1st	3901
		Total, both foreign and coastwise.....	6294½
Total for August.....	1626½		
Total since June 1st	2393½		

The Wenham Lake is in an elevated position, and embosomed within hills. The lake has no inlet whatever; but is fed solely by springs which issue from

the rocks at its bottom, a depth of 200 feet from its surface. This depth explains the great solidity of the ice formed upon the lake.

The ice-houses are built of wood, with double walls; the space between which is filled with sawdust; thus interposing a medium, that is nearly a non-conductor of heat, between the ice and the external air; the consequence of which is, that the ice is not affected by the temperature of the external atmosphere.

The machinery employed for cutting the ice, was invented for that purpose. It is worked by men and horses.

"From the time when the ice first forms, it is carefully kept free from snow until it is thick enough to be cut; that process commences when the ice is a foot thick. A surface of some two acres is then selected, which at that thickness will furnish about 2000 tons; and a straight line is then drawn through its centre from side to side each way. A small hand-plough is pushed along one of these lines, until the groove is about three inches deep and a quarter of an inch in width, when the 'marker' is introduced. This implement is drawn by two horses, and makes two new grooves parallel with the first, twenty-one inches apart, the gauge remaining in the original groove. The marker is then shifted to the outside groove, and makes two more. Having drawn these lines over the whole surface in one direction, the same process is repeated in a transverse direction, marking all the ice out into squares of twenty-one inches. In the meantime, the 'plough' drawn by a single horse, is following in these grooves, cutting the ice to a depth of six inches.

"One entire range of blocks is then sawn out, and the remainder are split off toward the opening thus made, with an iron bar. This bar is shaped like a spade, and of a wedge-like form. When it is dropped into the groove, the block splits off; a very slight blow being sufficient to produce that effect, especially in very cold weather. The labour of 'splitting' is light or otherwise, according to the temperature of the atmosphere. 'Platforms,' or low tables of frame-work, are placed near the opening made in the ice, with iron slides extending into the water, and a man stands on each side of this slide, armed with an ice-hook. With this hook the ice is caught, and, by a sudden jerk, thrown up the 'slide' on to the 'platform.' In a cold day every thing is speedily covered with ice by the freezing of the water on the platforms, slides, &c., and the enormous blocks of ice, weighing, some of them, more than two cwt., are hurled along these slippery surfaces, as if they were without weight.

"Forty men and twelve horses will cut and stow away 100 tons a day; in favourable weather 100 men are sometimes employed at once. When a thaw or a fall of rain occurs, it entirely unfits the ice for market, by rendering it opaque and porous, and occasionally snow is immediately followed by rain, and that again by frost, forming snow-ice, which is valueless, and must be removed by the 'plane.' The operation of planing is similar to that of cutting.

"In addition to filling their ice-houses at the lake and in the large towns, the company fill a large number of private ice-houses during the winter—all the ice for these purposes being transported by railway. It will easily be believed, that the expense of providing tools, building houses, furnishing labour, and constructing and keeping up the railway, is very great; but the traffic is so extensive, and the management of the trade so good, that the ice can be furnished, even in England, at a very trifling cost.

"Extensive ice-houses, in London and at Liverpool, have been constructed of stone, &c. Though transported in the heat of summer, it is not much reduced in bulk. The masses of ice are so large, that a small surface only is exposed to atmospheric action in proportion to their weight, and therefore do not suffer from their exposure to it, as the smaller and thinner fragments do, which are obtained in our own or other warmer climates. It appears, also, that ice frozen upon very deep water, is more hard and solid than ice of the same thickness obtained from shallow water."

THE Export of Ice from Boston for the Month of February, 1845, has been as follows:

P L A C E S.	Tons.	P L A C E S.	Tons.
	number.		number.
Havanna.....	391	Brought forward....	1,432
St. Jago.....	240	New Orleans.....	2,103
Matanzas.....	269	Norfolk.....	86
Oporto.....	100	Savannah.....	200
Barbadoes.....	174		
Galveston.....	180	Total for February.....	3,815
St. John's.....	80	Previous for eight months.....	21,852½
Carried forward....	1432	Total for nine months.....	25,667½

Production of Hemp in Missouri.—A report made to the Missouri legislature, on the subject of hemp growing in that state, contains the following statistics :—"The chamber of commerce in St. Louis, in 1842, stated the crop of 1840, which was brought into market in 1841, at 1460 tons. A memorial of the citizens of St. Louis, to the Congress of the United States, made in 1841, states the hemp crop of 1841 at near 10,000 tons, and the crop of 1842 at near 17,000 tons. The crop of 1843, owing to the unfavourable weather, did not exceed that of 1842. These estimates are borne by other facts. The St. Louis *Price Current*, in summing up the imports and exports of the city for the year 1844, states that 6275 bales of hemp were exported from the city of St. Louis, during the year 1844. In addition to this, there were exported 5007 pieces of bagging, and 15,490 coils of rope. It is believed, says the *Louisville Journal*, that the exports registered are considerably below the actual amount."

In *Hunt's Magazine* it is stated—

"*The Egg Trade in Cincinnati.*—Every day develops some new illustration of the enterprise of our people. The ice trade of the east has grown up, in a few years, to importance; employing a considerable amount of tonnage. In the west, the egg trade bids fair to rival it. The business in that fragile commodity, as we gather from the *Cincinnati Gazette*, is quite an item in the sum of her productive industry. One firm alone, in Cincinnati (Townsend and Co.), during the first six months of 1845, shipped to New York 234 barrels of eggs; to Baltimore, seventy barrels; and to New Orleans, 3976 barrels! Each barrel contains ninety dozen, which makes the aggregate shipment 4,624,400 eggs! During the year ending as above, the egg trade of this firm amounted to 36,144 dollars 60 cents. There are five other houses in Cincinnati engaged in the business. The foreign egg trade of Cincinnati, the past year, has amounted to 10,700 barrels, which is 963,000 dozen, or 11,556,000 eggs! The aggregate value of this trade, for the year, according to the data here given, is 90,361 dollars 50 cents. The business is a very hazardous one, owing to the great fluctuations in the New Orleans market. In the course of the past year, for example, western eggs have sold there as high as twenty-two dollars per barrel, and as low as three dollars. In addition to this export trade, these establishments do also a heavy home trade. That of Townsend and Co. supplies regularly five steamboats, with thirty-six barrels a trip; which, at twelve trips a year, is 432 barrels. It also furnishes constantly the consumption of several of the largest hotels, which use at least 260 barrels per year, and does a retail business, amounting to not less than thirty-three barrels per year. These several amounts make 725 barrels to add to the 4280 barrels shipped; which gives an aggregate of 5005 barrels, or 450,450 dozen, as the annual trade of this one house. Besides this, the annual city consumption is estimated at 1,213,333 dozen. A further recapitulation shows the following result as to value :—

	dollars	cts.
Value of 10,700 barrels of eggs shipped from this port, at eight dollars forty-four cents and a half per barrel.....	90,361	50
Value of 1,213,333 dozen eggs consumed in this city, at eight cents per dozen....	97,066	64
Total annual value of the egg trade of Cincinnati.....	187,428	14

PROGRESS OF THE NEW ENGLAND WHALE FISHERY.

The annual statement of this important branch of commerce, including the imports and exports of oil and whalebone, average prices, progress of the fishery, &c., as published in the *Whaleman's Shipping List*, contains matter of much interest to those engaged in the whale fishery. The imports of sperm oil and whalebone into the United States, from January 1, 1844, to January 1, 1845, in 199 ships and barques, twenty-three brigs, and sixteen schooners and sloops, were 139,594 barrels of sperm, 262,047 barrels of whale oil, and 2,532,445 pounds of bone.—See *Whale Fishery of the United States*.

IMPORTS OF SPERM AND WHALE OIL, FROM 1838 TO 1844, INCLUSIVE.

Y E A R S.	Sperm.	Whale.	Y E A R S.	Sperm.	Whale.
	barrels.	barrels.		barrels.	barrels.
1838.....	132,350	226,552	1842.....	166,637	164,041
1839.....	142,336	229,783	1843.....	161,985	206,727
1840.....	157,791	207,908	1844.....	130,524	262,017
1841.....	159,304	207,348			

The average price of oil, during the year 1844, has been ninety cents and a half to ninety cents and three-quarters per gallon for sperm, and thirty-six cents and a half to thirty-six cents and two-thirds per gallon for whale oil. Average price of bone, forty cents. January 1, 1845, prices:—Sperm, eighty-eight cents; whale, thirty-one cents to thirty-four cents; whalebone, thirty-eight cents to forty cents. The quantity of crude sperm oil in the country, out of the hands of manufacturers, on the 1st of January, 1845, is estimated at 32,992 barrels; and the amount of crude whale oil at 32,950 barrels. The number of vessels employed in the whale fishery, on the 1st of January, 1845, was 643 ships and barques, thirty-five brigs, seventeen schooners and sloops—in all, 218,655 tons. In January 1, 1844, the number engaged in the New England whale fishery, were 595 ships and barques, forty-one brigs, nine schooners and sloops—tonnage, 200,147 tons.

Mr. Grinnell, of New Bedford, Massachusetts, a member of Congress, stated in a speech,—

“I have prepared, with great care, a table from authentic sources, to show the consumption of domestic and foreign articles by our whaling fleet, now consisting of 645 ships, barques, brigs, and schooners, tonnage 200,000 tons; cost, at the time of sailing, 20,000,000 dollars; manned by 17,500 officers and seamen, one-half of whom are green hands when the vessels sail. By this table it will be seen, that the annual consumption by this fleet is 3,845,500 dollars; only 400,000 dollars is of foreign articles. The value of the annual import of oil and whalebone in a crude state is 7,000,000 dollars; when manufactured, it probably is increased in value to 8,000,000 dollars, or 9,000,000 dollars. The whole amount of exports of oil, whalebone, and sperm candles, is only 2,000,000 dollars, leaving 6,000,000 dollars, or 7,000,000 dollars, to be consumed in this country.

“This fleet of whaling ships is larger than ever pursued the business before. Commercial history furnishes no account of any parallel; our ships now outnumber those of all other nations combined, and the proceeds of its enterprise are in proportion and diffused to every part of our country. The voyages of those engaged in the sperm fishery average three years and a half; they search every sea, and often cruise three and four months with a man at each mast-head on the look-out, without the cheering sight of a whale.”

NEW SOUTH WALES AND VAN DIEMAN'S LAND WHALE FISHERY.

In 1836 and 1837, sixty-eight ships were employed in the whale fishery belonging to these colonies; in 1844, the number is said to be reduced to thirty ships.

The Bay of Islands, New Zealand, has long been the favourite resort of ships engaged in the sperm or deep sea fishery; and it is considered to be the most convenient port which they could touch at in the whole of the South Pacific.

The natives in that neighbourhood, who have revolted against the government, are expert whale fishers; and might, it is said, be advantageously employed. They are good seamen, and one of them is, or was, acting as a mate on board a whaling ship belonging to Mr. Enderby.

NEW POST-OFFICE LAW.

A law was passed by Congress, 3rd of March, 1845, which, though ill-digested, and far from sound in all its provisions, constitutes a great reform of the previous law. It diminishes the rate of postage about one-half, and stipulates,

That from and after the first day of July next, members of Congress and delegates from territories, may receive letters not exceeding two ounces in weight, free of postage, during the recess of Congress, any thing to the contrary in this act notwithstanding: and the same franking privilege which is granted by this act to the members of the two Houses of Congress, is hereby extended to the vice-president of the United States; and in lieu of the rates of postage now established by law, there shall be charged the following rates, viz.: For every single letter in manuscript, or paper of any kind by or upon which information shall be asked for or communicated in writing, or by marks and signs, conveyed in the mail for any distance under 300 miles, five cents; and for any distance over 300 miles, ten cents; and for a double letter there shall be charged double these rates; and for a treble letter treble these rates; and for a quadruple letter quadruple these rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter, and every additional weight of half an ounce, or additional weight of less than half an ounce, shall be charged with an additional single postage. And all drop letters, or letters placed in any post-office, not for transmission by mail, but for delivery only, shall be charged with postage at the rate of two cents each. And all letters which shall hereafter be advertised as remaining over in any post-office, shall, when delivered out, be charged with the costs of advertising the same in addition to the regular postage, both to be accounted for as other postages now are.

2. That all newspapers of no greater size or superficies than 1900 square inches may be transmitted through the mail, by the editors or publishers thereof, to all subscribers or other persons within thirty miles of the city, town, or other place in which the paper is or may be printed, free of any charge for postage whatever; and all newspapers of and under the size aforesaid, which shall be conveyed in the mail any distance beyond thirty miles from the place at which the same may be printed, shall be subject to the rates of postage chargeable upon the same under the thirtieth section of the act of Congress, approved the 3rd of March, 1825, entitled "An Act to reduce into one the several Acts for establishing and regulating the Post-Office Department," and upon all newspapers of greater size or superficial extent than 1900 square inches, there shall be charged and collected the same rates of postage as are prescribed by this act to be charged on magazines and pamphlets.

3. That all printed or lithographed circulars and handbills or advertisements, printed or lithographed on quarto, post, or single-cap paper, or paper not larger than single-cap, folded, directed, and unsealed, shall be charged with postage at the rate of two cents for each sheet, and no more, whatever be the distance the same may be sent; and all pamphlets, magazines, periodicals, and every other kind and description of printed or other matter (except newspapers), which shall be unconnected with any manuscript communication whatever, and which is or may be lawful to transmit by the mail of the United States, shall be charged with postage at the rate of two cents and a half for each copy sent, of no greater weight than one ounce, and one cent additional shall be charged for each additional ounce of the weight of every such pamphlet, magazine, matter, or thing, which may be transmitted through the mail, whatever be the distance the same may be transported; and any fractional excess of not less than one-half of an ounce, in the weight of any such matter or thing, above one or more ounces, shall be charged for as if said excess amounted to a full ounce.

4. That the postmaster-general be, and he is hereby authorised, upon all mail routes over or upon which the amount of matter usually transported, or which may be offered or deposited in the post-office or post-offices for transportation, is or may become so great as to threaten materially to retard the progress, or endanger the security of the letter mail, or to cause any considerable augmentation of the cost of transporting the whole mail at the present rate of speed, to provide for the separate and more secure conveyance of the letter mail, at a speed at least equal to that at which the mail is now transported over such route, taking care to allow in no case of any greater delay in the transportation of the other matters and things to be transported in the mail on any such route, than may appear absolutely necessary, regard being had to the cost of expediting its transportation, and the means at his disposal, or under his control for effecting the same.

7. That the Act of Congress, entitled "An Act authorising the governors of the several states to transmit by mail certain books and documents," approved June the thirtieth, one thousand eight hundred and thirty-four, shall remain and continue in full force, any thing hereinbefore to the contrary notwithstanding: and the members of Congress, the delegates from territories, the secretary of the Senate, and the clerk of the House of Representatives, shall be, and they are

hereby authorised to transmit, free of postage, to any post-office within the United States, or the territories thereof, any documents which have been or may be printed by order of either house of Congress, any thing in this law to the contrary notwithstanding.

8. That each member of the Senate, each member of the House of Representatives, and each delegate from a territory of the United States, the secretary of the Senate, and the clerk of the House of Representatives may, during each session of Congress, and for a period of thirty days before the commencement, and thirty days after the end of each and every session of Congress, receive through the mail, free of postage, any letter, newspaper, or packet, not exceeding two ounces in weight; and all postage charged upon any letters, packages, petitions, memorials, or other matters or things received during any session of Congress, by any senator, member, or delegate of the House of Representatives, touching his official or legislative duties, by reason of any excess of weight above two ounces, of the matter or thing so received, shall be paid out of the contingent fund of the house of which the person receiving the same may be a member. And they shall have the right to frank written letters from themselves during the whole year, as now authorised by law.

9. That it shall not be lawful for any person or persons to establish any private express or expresses, for the conveyance, nor in any manner cause to be conveyed, or provide for the conveyance or transportation, by regular trips, or at stated periods or intervals, from one city, town, or other place, to any other city, town, or place in the United States, between, and from, and to which cities, towns, or other places, the United States mail is regularly transported, under the authority of the post-office department, of any letters, packets, or packages of letters, or other matter properly transmittable in the United States mail, except newspapers, pamphlets, magazines, and periodicals; and each and every person offending against this provision, or aiding or assisting therein, or acting as such private express, shall, for each time any letter or letters, packet or packages, or other matter properly transmittable by mail, except newspapers, pamphlets, magazines, and periodicals, shall, or may be, by him, her, or them, or through his, her, or their means or instrumentality, in whole or in part, conveyed or transported, contrary to the true intent, spirit, and meaning of this section, forfeit and pay the sum of one hundred and fifty dollars.

NEW YORK POST-OFFICE.

The North Mail, *via* Albany, Canandaigua, Rochester, and Buffalo, will be closed daily at.....6 a. m. and 3½ p. m.

This Mail includes the Province of Canada.

The Mail on the West side of the Hudson, *via* Hackensack, Ramapo Works, Esopus, New Baltimore, and the Counties of Tompkins, Chemung, Tioga, Steuben, &c., closes daily at.....6 a. m.

The Mail for offices bordering on the West side of the Hudson river, closes daily at.....6 a. m. and 3½ p. m.

The Mail for Yonkers, Sing Sing, Fishkill, and all the offices on the East side of the river closes daily at

6 a. m. and 3½ p. m.

The Eastern steamboat Mail for New Haven, Hartford, &c., closes daily, except Sundays, at.....8½ a. m.

The Mail for Boston, *via* Long Island Railroad, closes daily, except Sundays, at.....6 a. m.

The steamboat Mail for Boston, *via* Stonington and Providence, closes daily at.....4 p. m.

The steamboat Mail, for Boston, *via* Norwich and Worcester, closes daily at.....3 p. m.

The Eastern land Mail, *via* Westchester, Norwalk, &c., to

New Haven, closes daily (except Sunday, for which day it is closed at 9 p. m. Saturday, and leaves this city at 10 a. m. Sunday) at.....6 a. m.

The Mail, *via* White Plains, Bedford, and Ridgefield, to Danbury, Conn., closes daily, except Sundays, at 7 a. m.

The great Southern Mail, including the Mail for the Western States, closes daily at.....7½ a. m.

Southern way Mail, which supplies the offices in New Jersey, including Philadelphia, Baltimore, and Washington City, closes at.....7½ a. m. and 3½ p. m.

Mails for Brooklyn, close daily at.....7 a. m. and 2 p. m.

Mails for Jamaica, Oyster Bay, Hempstead, &c., on Long Island, close daily at.....6 a. m.

The Mails for other places on Long Island, close on Tuesday, Thursday, and Saturday, at.....6 a. m.

The Mail for Flushing, *via* Williamsburg, closes daily, except Sunday, at.....9 a. m.

The Mail for Staten Island closes daily, except Sunday, at.....9 a. m.

The Mail, *via* Bridgeport and Housatonic Railroad, is closed daily, except Sundays, at.....1 p. m.

CHAPTER XXXI.

TRANSATLANTIC NAVIGATION.

WE were among the first who advocated the establishing a communication by steam power across the Atlantic. We urged the attempt on great public grounds.* But not only the prejudices of the public were against the probability of navigating the Atlantic by steam power—but the project was haughtily scorned by some legislators who then did, and now do, consider themselves no mean statesmen.

When we consider the progress of navigation from the period when the Dutch

* See Macgregor's *British America*, vol. xi., chap. ii., on Transatlantic Navigation.

possessed New York,—when we reflect upon the wonderfully increased intercourse between the United Kingdom and the United States,—and when we estimate the comparatively speaking limitation of the distance, by calculating the time required now, with that occupied formerly, in passing to and fro between both countries,—it would be rash and hazardous to give an absolute opinion on the future elements, rapidity and extension of navigable power. It was but late in the world's history, when a Dutch ship performed the voyage, by leaving Rotterdam or Amsterdam in the spring of one year—sailing only during the day, and furling her sails and laying-to during the night,—and on reaching New York, then called New Amsterdam, this ship was discharged, unrigged, and laid up for the winter. On the following spring, this ship was rigged, her condition examined and repaired, then laden with wood, fish, or furs, and then made her homeward voyage during the summer, as slowly as her outward voyage was performed the preceding year.

The voyage was afterwards performed out and home during the same year. English ships then made two voyages during the year; and growing bolder, three voyages to and from America were made annually by the same ship. Those splendid vessels, the Liverpool and New York line of sailing-packets, were then established, and the intercourse between Europe and America astonished the world. Steam-ships are now seemingly about supplanting those sailing-ships, at least in the carriage of passengers.

The space between the Old and New World ceases to be calculated by miles and leagues; days and hours measure the distance. Liverpool and Halifax are brought within ten days, and Liverpool and Boston within twelve days of each other.

It is by means of this powerful agency,—of this rapid, mighty, and certain intercourse, that all possible good may be extended from, or all possible evil inflicted by, one country to, or upon, the other. The era of the successful establishment of steam navigation has been the most important to trade, intercourse, and consequently of extending knowledge and civilisation, that has occurred since the discovery of America, and, since the first voyage was accomplished by sea from Europe to India.* Knowledge and civilisation have advanced, or retrograded, according to the extent to which the intercourse between individuals and nations has been rendered either easy, quick, and frequent,—or difficult, tardy, and of rare occurrence. That means, which shall bring nations, and kindred,

* In a work long out of print published about ten years ago, and containing sketches relative to men and things, chiefly on the continent of Europe, we find the following passage:

"FIRE! WATER! STEAM! what can *philosophy* have to do with *these*, or *these* with *philosophy*? Undoubtedly, Yes. Steam in the first place diminishes one of the heaviest pains and penalties inflicted on the race of original sinning Adam,—'By the sweat of thy brow shalt thou eat thy bread;' for while it lessens the toils, it multiplies the productions that are useful to mankind. By its gain upon time, over distance, it reduces the space which separates countries, and by the same rule it lengthens life, by calculating its duration according to the number of acts that mark our existence, and not by the days which compose our physical sojourn.

"By rendering the intercourse of nations easy, cheap, frequent, and certain,—by its multiplying and diffusing the productions of the press,—by its interchanging readily the ideas of mankind, and the commodities of the earth, it forms the most effectual means of diffusing knowledge, dispelling fanaticism, subverting despotism, and repressing anarchy."—*My Note Book*. By J. MACGREGOR. London, 1835.

and people into the nearest social intercourse, will be the sure and irresistible power destined to civilise the universe: by the facility with which intelligence, and consequently instruction, will be conveyed, by sea and by land, over every part of the world, and by the rapidity and ease with which individuals of one nation may be made acquainted with those of all others.

Steam-vessels now ply along the coasts of Africa, in the Chinese seas, and along the shores and rivers of New Holland.

The steam-ships now employed between London and Scotland are of enormous power and magnitude. So are those which run between the Mersey and Clyde, and between the two latter rivers and the several ports of Ireland.

The fleet of the General Steam Navigation Company maintains a constant intercourse with the ports of France, Holland, and Germany, as well as in the coasting trade of the British channel.

The states of continental Europe are also advancing in the acquisition of steam power. France, Austria, and Russia, are the foremost, in the number of their steam-ships. Austria excels all the states of the continent in merchant steam-ships. France and Russia in steam-ships of war. The Italian states, especially Naples and Tuscany, possess several well built and well navigated steam-ships. Prussia and Holland, on the Rhine, contribute greatly to the facility of intercourse. Belgium has made attempts, at great expense, to establish a transatlantic line of steam-packets. The attempt has failed. The Hanse Towns, Denmark, and Sweden, also possess steam-ships, but only on a comparatively small scale. Greece and Turkey are far behind other countries in the possession of steam-vessels. The Greeks, were their country and commerce in a flourishing condition, would, no doubt, manage steam-ships as ably as they certainly have their sailing vessels. The Turks have been clumsy mariners, and their few steam-vessels are wretchedly managed. Of all orientalists, the ruler of Egypt has made an extraordinary advance in the acquisition of powerful steam-ships.

In 1814, there was but one steamboat belonging to the British empire. During thirty years the number has increased to about 1000 British steam-boats which are now navigating all parts of the world.

In 1845, the British government employs a magnificent fleet of steam-ships, managed by, and belonging to, a private association, which sail, *semi-monthly* for eight, and *monthly* for four, months in the year, between Liverpool, Halifax, and Boston. From Boston, the great means of intercourse, by steamboats and railroads, diverges to all parts of North America—extending to the furthestmost of the great lakes, and up and down the navigable rivers, flowing from the Rocky Mountains. Iron is made to swim, in the form of a ship (the Great Britain) exceeding 3600 tons, burden, impelled forward from Liverpool to New York, against the currents, raging storms, and seas of the Atlantic, by an invisible power, moved by the resistless force of fire causing the expansion of water.

Another splendid fleet of steam-ships, belonging also to a private company,

are employed by the government to maintain a monthly intercourse between the United Kingdom, by Southampton, and all the islands of the West Indies and the states of Mexico and South America.

A third and mighty fleet, belonging to a great company, and employed by the government, sails monthly from Southampton to the European Peninsula, and by way of Gibraltar to Malta and Alexandria, with a branch to the Levant and Constantinople. The same company conveys the government mails, and passengers, by three of the most powerful steam-ships in the world, from Suez, down the Red Sea to Ceylon, Madras, and Calcutta; and that company has contracted to extend the established chain between Southampton and India, to Singapore and the Chinese empire, by the employment of several powerful steam-ships, nearly all constructed. This steam line between England and China is now complete, by which we have received an English newspaper printed at Hong Kong only fifty-six days before our having read it in London.

A British company has for some years established a line of steamers along the western coasts of South America; and the Hudson Bay Company have a steamship on the western coast of North America. The East India Company employs one steam-ship in conveying mails between Suez and Bombay; and several steam-vessels are employed in India, and others in the eastern or Chinese seas, by the British government, as vessels of war.

France has projected four great lines of Transatlantic steam-ships—when they will, or whether they will, be established, we have neither the power, nor the temerity to decide.* We cannot discover any natural obstacle in regard to France and America, to prevent French Transatlantic ships competing with those of England; but, according to our mere instinctive judgment, we are inclined to the belief that the great connecting line of intercourse, between Europe and America, will continue to be maintained direct, between ports in the United Kingdom, and ports

* The following appeared as the programme of the projected line of French steam-ships.

First great line—from Havre to New York. Four steam-ships are to be placed on this line; the departures are to take place once a fortnight. Fifteen days are allowed for each passage, and ten days at New York—in all, forty days. Twenty days are to be allowed to each vessel at Cherbourg, between every voyage, to rest the crew, and repair the vessel and engines.

Second great line—from Bordeaux to Martinique. Three steamers are to be placed on this line; the departures are to take place once a month. Two days are allowed for the passage from Bordeaux to Corunna, and ten hours' stay there; five days twelve hours for the passage from Corunna to the Azores, and one day's stay there; twelve days sixteen hours for the passage from the Azores to Martinique, the steamers to remain ten days at Martinique. Twenty days are allowed for the return passage from Martinique to Bordeaux—in all, forty days' sailing, and eleven days and a half stoppages. Thirty-seven days are allowed between every voyage, at Rochefort or Bordeaux, for repairs and stoppages.

Third great line—from Marseilles to Martinique. Three steamers are to be placed on this line; the departures are to take place once a month. From Marseilles to Barcelona, one day, and four hours' stay; from Barcelona to Cadiz, three days, and twenty-four hours' stay; from Cadiz to Madeira, three days, and twenty-four hours' stay; from Madeira to Martinique, fourteen days. The steamer is to remain ten days at Martinique. Twenty-one days are allowed for the return voyage from Martinique to Marseilles—in all, forty-two days' sailing, and fourteen and a half days' stoppages. Thirty-three days are to be allowed at Toulon or Marseilles, between every voyage, for repairs and repose.

Fourth great line—from St. Nazaire to Rio Janeiro. Four steamers are to be placed on this line; the departures are to take place once a month. From St. Nazaire to Lisbon, three days and a half, twenty-four hours' stay; from Lisbon to Goree, eight days.

in America; and that such intercourse will be conducted either by British subjects, or by American citizens, or, as is most likely, by both, jointly or separately.

The progress and great extension of steam navigation along the coasts and rivers of the United States, and of the river St. Lawrence, and the great lakes of North America, we have described under a previous head.

The sailing ships belonging to the United States, which sail regularly from New York, Boston, Philadelphia, and several other ports, to the ports of the United Kingdom, to Havre, Bordeaux, to ports in the Mediterranean—and to the ports of Holland and the north of Europe, are equipped in a style of extraordinary perfection and beauty, and navigated with the utmost nautical skill. Those which sail between New York and Liverpool, and New York and London, are truly magnificent, and their accommodations, though gorgeous, combine for passengers all the luxuries and comforts of splendid hotels.

The following were among the principal large Transatlantic vessels belonging to Philadelphia in 1841. This table will prove valuable for future reference.

Vessels.	tons.	Vessels.	tons.	Vessels.	tons.	Vessels.	tons.
Algonquin.....	483	Mouongahela.....	510	Thesauy.....	209	J. W. Cater.....	217
Allegheny.....	413	Manchester.....	379	United States.....	448	Joshua Emien.....	260
Adelaide.....	373	Montezuma.....	424	Venice.....	558	Lydia Ann.....	215
Burlington.....	550	North Star.....	399	Washington.....	369	Levent.....	147
Commerce.....	439	Otataria.....	544	Walter.....	474	Louisa.....	241
Chandler Price.....	441	Osage.....	467	Anna Reynolds.....	197	La Plata.....	263
Colossus.....	399	Ohio.....	351	Amelia.....	244	Madeline.....	293
Champlain.....	621	Pluto.....	300	B. Mezik.....	360	Madonna.....	202
Edisa and Susan.....	316	Robert Fulton.....	561	B. Kukus.....	200	Navarre.....	242
Edward.....	340	Ronanoke.....	318	Cooka.....	258	Osceola.....	265
Globe.....	474	Renown.....	295	Clarion.....	226	Ohio.....	237
Henry Pratt.....	593	Shunandoah.....	740	Cora.....	160	Ronaldson.....	324
Hopewell.....	413	Susquehanna.....	583	California.....	185	Sarah Hand.....	320
Helen Mar.....	307	Stephen Baldwin.....	650	Globo.....	200	Valparaiso.....	402
John N. Gosler.....	504	Swatara.....	748	Georgian.....	278	Waverly.....	233
Lobgh.....	585	St. Louis.....	311	Heretulev.....	382		
Levant.....	486	Thomas P. Cope.....	730	Josephine.....	323		

Of brigs and brigantines, 75; or a total of square-rigged vessels, 141.

Cargoes of American produce, which these ships convey to England, and of British manufactures, are of enormous value. The carrying trade of both (with the exception of cotton wool and naval stores), is, however, comparatively limited, by the pernicious, and fallacious, protective duties of England and America.

The following are the lengths of several voyages of the principal sailing ships of the packet lines between New York and Liverpool.

DRAMATIC LINE.									
OUTWARD PASSAGES.					HOMEWARD PASSAGES.				
S H I P S.	Sailed.	Arrived	Days.		S H I P S.	Sailed.	Arrived.	Days.	
Sheridan.....	Jan. 27	Feb. 13	17	Roscius.....	Jan. 17	Feb. 17	31		
Garrick.....	Feb. 25	Mar. 17	20	Siddons.....	Feb. 18	Mar. 25	35		
Roscus.....	Mar. 20	April 19	22	Sheridan.....	Mar. 18	April 25	38		
Siddons.....	April 25	May 18	23	Garrick.....	April 14	May 14	30		
Sheridan.....	May 25	June 10	25	Roscus.....	May 14	June 6	23		
Garrick.....	June 25	July 16	21	Siddons.....	June 14	July 12	28		
Roscus.....	July 25	Aug. 19	25	Sheridan.....	July 15	Aug. 17	33		
Siddons.....	Aug. 26	Sept. 13	18	Garrick.....	Aug. 13	Sept. 15	33		
Sheridan.....	Sept. 26	Oct. 13	17	Roscus.....	Sept. 13	Oct. 12	29		
Garrick.....	Oct. 25	Nov. 15	21	Siddons.....	Oct. 13	Nov. 13	30		
Roscus.....	Nov. 25	Dec. 14	19	Sheridan.....	Nov. 14	Dec. 10	26		
Siddons.....	Dec. 28			Garrick.....	Dec. 14	Jan. 16	33		

The outward passages averaged twenty days and a half each. The eleven passages were made in 228 days. The shortest was made in seventeen days, and the longest in twenty-five.

OLD, OR BLACK BALL LINE.

S H I P S.	NEW YORK TO LIVERPOOL			S H I P S.	LIVERPOOL TO NEW YORK		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
North America	Jan. 5	Jan. 25	20	Cambridge	Jan. 10	Feb. 12	38
Europe	Jan. 19	Feb. 8	20	Orpheus	Jan. 22	Feb. 20	29
Columbus	Feb. 2	" 21	19	North America	Feb. 7	Mar. 18	39
South America	Jan. 19	Mar. 15	24	Europe	Jan. 19	" 30	39
England	Mar. 1	" 19	18	Oxford	Mar. 29	May 3	35
Orpheus	" 22	April 13	22	South America	April 8	" 5	27
Cambridge	April 1	" 29	28	Columbus	" 10	" 11	31
North America	Jan. 19	May 18	20	England	" 24	" 23	29
Europe	May 2	June 7	36	Orpheus	May 8	" 30	22
Oxford	Jan. 20	" 9	19	Cambridge	Jan. 21	June 23	38
Columbus	June 1	" 21	21	North America	June 8	July 11	33
South America	" 19	July 9	20	Europe	" 20	Aug. 4	45
England	July 1	" 20	19	Oxford	July 9	" 26	38
Cambridge	" 19	Aug. 7	19	Columbus	" 20	Sept. 2	44
Orpheus	Aug. 1	" 27	26	South America	Aug. 9	" 14	36
North America	" 21	Sept. 10	20	England	Sept. 22	Oct. 1	40
Europe	Sept. 2	" 24	22	Cambridge	Sept. 10	" 11	31
Oxford	Jan. 19	" 9	20	Orpheus	" 21	" 28	37
Columbus	Oct. 1	" 21	20	North America	Oct. 8	Nov. 26	48
South America	" 20	Nov. 13	24	Oxford	" 21	" 13	23
England	Nov. 1	" 20	19	Columbus	Nov. 8	Dec. 8	31
New York	Dec. 19	Dec. 14	25	South America	" 22	" 20	28
Cambridge	Dec. 5	Jan. 3	28	England	Dec. 8	Jan. 4	25
Oxford	" 20	"	"				

The longest outward passage was made by the Europe, she having been thirty-six days; and the shortest by the England, in eighteen days. All the outward passages average twenty-two days and a half. The homeward passages average thirty-three days and seventeen hours.

The Orpheus made a homeward passage in twenty-two days, the Oxford in twenty-three, and the England in twenty-five, making the three shortest. The longest was made by the North America, in forty-eight days.

The different Lines of New York Sailing Vessels during the following Months of 1845 were, according to these respective Programmes, as under.

The Proprietors of the several Lines of Packets between New York and Liverpool have arranged for their sailing from each port, to succeed each other in the following order, viz.:—

SHIPS.	CAPTAINS.	Tons.	Days of Sailing from New York.			Days of Sailing from Liverpool.		
Independence.....	Allen.....	No. 750	July 6	Nov. 6	Mar. 6	Aug. 21	Dec. 21	April 21
"	"	" 750	" 11	" 11	" 11	" 26	" 26	" 26
Montezuma.....	Lowber.....	924	" 16	" 16	" 16	Sept. 1	Jan. 1	May 1
Hottinguer.....	Hursley.....	903	" 21	" 21	" 21	" 6	" 6	" 6
Roscus.....	Kidridge.....	1031	" 26	" 26	" 26	" 11	" 11	" 11
Europe.....	Furber.....	639	Aug. 1	Dec. 1	April 1	" 16	" 16	" 16
Ashburton.....	Huttleston.....	1000	" 6	" 6	" 6	" 21	" 21	" 21
Waterloo.....	Allen.....	1000	" 11	" 11	" 11	" 26	" 26	" 26
New York.....	Cropper.....	880	" 16	" 16	" 16	Oct. 1	Feb. 1	June 1
Liverpool.....	Kidridge.....	1077	" 21	" 21	" 21	" 6	" 6	" 6
Siddons.....	Cobb.....	895	" 26	" 26	" 26	" 11	" 11	" 11
Columbus.....	Cole.....	670	Sept. 1	Jan. 1	May 1	" 16	" 16	" 16
Henry Clay.....	Nye.....	1300	" 6	" 6	" 6	" 21	" 21	" 21
Stephen Whitney.....	Thompson.....	880	" 11	" 11	" 11	" 26	" 26	" 26
Yorkshire.....	Bailey.....	997	" 16	" 16	" 16	Nov. 1	March 1	July 1
Queen of the West.....	Woodhouse.....	1163	" 21	" 21	" 21	" 6	" 6	" 6
Sheridan.....	De Peyster.....	895	" 26	" 26	" 26	" 11	" 11	" 11
Cambridge.....	Barstow.....	799	Oct. 1	Feb. 1	June 1	" 16	" 16	" 16
Patrick Henry.....	Delano.....	891	" 6	" 6	" 6	" 21	" 21	" 21
Virginian.....	Hiern.....	700	" 11	" 11	" 11	" 26	" 26	" 26
Oxford.....	Rathbone.....	780	" 16	" 16	" 16	Dec. 1	April 1	Aug. 1
Rochester.....	Britton.....	715	" 21	" 21	" 21	" 6	" 6	" 6
Garrick.....	Trask.....	895	" 26	" 26	" 26	" 11	" 11	" 11
Fidela.....	Hackstaff.....	1000	Nov. 1	Mar. 1	July 1	" 16	" 16	" 16

These ships are all of the largest class, and are commanded by men of character and experience. Their cabin accommodations are all that can be desired in point of splendour, comfort, and convenience, and they are furnished with every description of stores of the best kind. Punctuality in the days of sailing will be strictly adhered to.

Rate of passage to Liverpool, 100 dollars. From Liverpool to New York, 25*l*.

NEW LINE OF PACKETS.—LIVERPOOL TO NEW YORK.

S H I P S.	Captains.	Register.		Borden.
		tons.	tons.	
Sea.....	W. Edwards.....	807	1400	
Liberty.....	P. P. Norton.....	892	1300	
Cornelia.....	F. M. French.....	1040	1750	
Memphis.....	C. H. Coffin.....	798	1400	
Ohio.....	H. Lyon.....	708	1870	
Tarolinta.....	J. G. Smith.....	604	1100	
Republic.....	J. C. Luce.....	676	1275	
Gen. Parkhill.....	A. M'Kown.....	874	1150	

These ships are all of the first class, upwards of 1000 tons burden, built in the city of New York, with such improvements as combine great speed with unusual comfort for passengers. Every care has been taken in the arrangement of their accommodations. The price of passage hence is 100 dollars, for which ample stores will be provided. These ships are commanded by experienced masters, who will make every exertion to give general satisfaction.

Neither captains nor owners of these ships will be responsible for any letters, parcels, or packages sent by them, unless regular bills of lading are signed therefore.

Letters by the packets will be charged 1½ cents per single sheet, 50 cents per ounce, and newspapers one cent each.—April 27.

PASSAGES made by the Star Line.

S H I P S.	OUTWARD PASSAGES.			S H I P S.	HOMEWARD PASSAGES.		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
Sheffield.....	Jan. 16	Feb. 6	21	Virginian.....	Feb. 1	Mar. 18	45
United States.....	Feb. 16	Mar. 15	27	Sheffield.....	Mar. 2	" 29	27
Westchester.....	Mar. 14	April 10	27	United States.....	April 2	May 5	33
Virginian.....	April 16	May 9	23	Westchester.....	May 17	June 25	39
Sheffield.....	May 14	June 9	25	Virginian.....	June 2	July 10	38
United States.....	June 14	July 8	24	Sheffield.....	July 3	Aug. 15	43
Westchester.....	July 13	Aug. 4	22	United States.....	Aug. 2	Sept. 14	43
Virginian.....	Aug. 13	Sept. 4	22	Westchester.....	Sept. 2	Oct. 11	39
Sheffield.....	Sept. 14	Oct. 8	24	Virginian.....	Oct. 4	Nov. 5	31
United States.....	Oct. 16	Nov. 13	28	Sheffield.....	Nov. 1	Dec. 1	30
Virginian.....	Nov. 15	Dec. 8	23	United States.....	Dec. 4	Jan. 4	30

The eleven outward passages were made in 266 days, and they averaged a fraction over twenty-four days each. The shortest was made in twenty-one days, and the longest in twenty-eight.

The longest homeward passage was made in forty-five days, and the shortest in twenty-seven. The eleven were made in 398 days.

PASSAGES made by the Swallow Tail Line.

S H I P S.	OUTWARD PASSAGES.			S H I P S.	HOMEWARD PASSAGES.		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
Roscoe.....	Jan. 8	Jan. 28	20	Independence.....	Jan. 27	Mar. 11	42
George Washington.....	Feb. 7	Mar. 5	26	Roscoe.....	Feb. 28	" 28	28
Shakspeare.....	Mar. 7	April 7	31	George Washington.....	Mar. 29	April 29	31
Independence.....	April 8	" 29	21	Shakspeare.....	April 26	May 24	28
Roscoe.....	May 9	June 7	28	Independence.....	May 26	June 29	34
George Washington.....	June 7	July 17	40	Roscoe.....	June 26	Aug. 5	40
Shakspeare.....	July 8	July 28	20	George Washington.....	July 25	Sept. 1	38
Independence.....	Aug. 7	Aug. 28	21	Shakspeare.....	Aug. 28	Oct. 5	38
Roscoe.....	Sept. 9	Sept. 30	21	Independence.....	Sept. 29	Oct. 30	31
George Washington.....	Oct. 7	Nov. 1	25	Roscoe.....	Oct. 26	Dec. 10	45
Patrick Henry.....	Nov. 7	Nov. 25	18	George Washington.....	Nov. 27	" 27	30
Independence.....	Dec. 10			Patrick Henry.....	Dec. 26	Jan. 31	36

The eleven outward passages were made in 248 days, and averaged twenty-two days and twelve hours each. The longest was made in thirty-one days, and the shortest in seventeen.

The homeward passages averaged thirty-five days and a fraction each. None made less than twenty-eight days, and none over forty-five. The twelve were performed in 421 days.

A TABLE of all the Passages of the Steam Ship *Great Western*, between Bristol and New York, from April, 1838, to July, 1839, showing the Time of her Departure from, and Arrival at, each Port, &c.

FROM BRISTOL TO NEW YORK.			FROM NEW YORK TO BRISTOL.		
Sailed.	Arrived.	Number of Days.	Sailed.	Arrived.	Number of Days.
April 8	April 23	14½	May 7	May 22	14½
June 2	June 17	14	June 25	July 8	13
July 21	August 5	14	August 16	August 30	13½
September 8	September 24	15½	October 4	October 16	12
October 27	November 15	18	November 23	December 7	13½
January 28	February 16	18½	February 25	March 12	15
March 23	April 13	21½	April 22	May 7	14½
May 18	May 31	13	June 13	June 26	13
July 6	July 22	15½			

The average of passages from New York to Bristol, thirteen days and three-quarters. The shortest passage was twelve days and a quarter; the longest fifteen days.

The average of passages from Bristol to New York was sixteen days and one-eighth, the shortest having been thirteen days, the longest twenty-one days and a half.

The average of all the passages, out and home, was fifteen days. The whole time employed in the first fifteen passages, excluding fifty-two days, during which the ship lay up refitting, was twelve months and one day. The whole time spent at sea, in the fifteen passages, was 225 days. In these 225 days the ship must have sailed, in all, about 51,000 miles, giving an average progress of 227 miles per day, and about nine and a half miles per hour, out and home, summer and winter.

By one of the passages from New York to Bristol, despatches by the ship were received in Liverpool and London on the thirteenth day after leaving New York, say on the evening of the 17th of October, having left New York on the afternoon of the 4th of that month. By the same, and by one other passage, passengers and despatches reached Paris, by way of England, on the fifteenth day.

STEAM BETWEEN NEW YORK AND LIVERPOOL.

The Great Western Steam-ship Company's steam ship, the *Great Western*, 1700 tons, 450 horse power, R. R. Matthews, Esq., commander; the *Great Britain*, 3600 tons, 1000 horse power, Lieutenant James Heskins, R.N. commander, are intended to sail as follows:

GREAT WESTERN.

From Liverpool.	From New York.
Saturday.....May 17	Thursday.....June 12
Saturday.....July 5	Thursday.....July 31
Saturday.....Aug. 23	Thursday.....Sept. 18
Saturday.....Oct. 11	Thursday.....Nov. 6

GREAT BRITAIN.

From Liverpool.	From New York.
Saturday.....July 26	Saturday.....Aug. 30
Saturday.....Sept. 27	Saturday.....Oct. 25
Saturday.....Nov. 22	Saturday.....Dec. 20

Fare per *Great Western*, 100 dollars, and five dollars *stewards' fees*. Fare per *Great Britain* will be announced in a future advertisement.

For freight or passage, apply to Richard Irvin.

A TABLE of all the Passages of the Transatlantic Steam Ships Company's Ships, *Royal William* and *Liverpool*, between Liverpool and New York, from July, 1838, to June, 1839, showing the time of their departure from, and arrival at, each port.

NAMES.	FROM LIVERPOOL.			NAMES.	FROM NEW YORK.		
	Sailed.	Arrived.	Days.		Sailed.	Arrived.	Days.
<i>Royal William</i>	date. July 5	date. July 24	No. 18½	<i>Royal William</i>	date. Aug. 4	date. Aug. 19	No. 14½
".....	Sept. 20	Oct. 10	20	".....	Oct. 20	Nov. 5	15½
<i>Liverpool</i>	Nov. 6	Nov. 23	16½	<i>Liverpool</i>	Dec. 6	Dec. 20	14½
<i>Royal William</i>	Dec. 15	Jan. 6	21½	<i>Royal William</i> ...	Jan. 16	Feb. 3	17½
<i>Liverpool</i>	Feb. 6	Feb. 25	18½	<i>Liverpool</i>	Mar. 9	Mar. 25	16
".....	April 20	May 7	16½	".....	May 18	June 1	14½
".....	June 13	June 30	16½	Average <i>Royal William</i> and <i>Liverpool</i> to England, 15 days.			
Average <i>Royal William</i> and <i>Liverpool</i> from England, 18 days.							

These passages are calculated from *dock to dock*, and, it will be observed, the *Liverpool's* passages are mostly made in the winter months, not the best calculated for making short voyages. Her four trips to the westward have been made within forty-two hours of the same time. She has, with but one exception, made the southern passage; thereby lengthening her voyage, but avoiding the risk of running upon ice, and obtaining for her passengers mild and fine weather.

The *Great Western* will have performed about eighty voyages to and from Bristol or Liverpool and New York from the 8th of April, 1838, to December, 1845. Average voyages, fifteen days twelve hours, outward. The passages from Bristol being somewhat longer. The average of the homeward voyages was thirteen days nine hours. One voyage from Bristol, touching at Madeira, was performed to New York in twenty-nine days one hour, including one day four hours' stoppage at Madeira.

The following statement of the time occupied in making the passage between Liverpool and Halifax, is a most important document in steam-navigation, as not only showing the certainty of a quick communication across the Atlantic at all times of the year, but at the average rate at which it may be made. The passage out, gives 7.86 miles per hour; while that home (influenced by prevailing winds and currents), gives 9.3 miles. The mean between these may be taken as the average speed obtained at sea, or what may be called the *sea-rate*. In this case, the sea-rate is 8.58 miles per hour.

PASSAGES, to and from Liverpool and Halifax, of the British and North American Royal Mail Steamships, from July 4, 1840, to June 4, 1842.

NAMES.	Voyages.	Sailed from Liverpool.	PASSAGE.		NAMES.	Voyages.	Sailed from Liverpool.	PASSAGE.	
			Out.	Home.				Out.	Home.
	number.	date.	d. h.	d. h.		number.	date.	d. h.	d. h.
Britannia.....	1	July 4, 1840.	12 10	10 0	Acadia.....	6	July 20, 1841.	10 22	9 21
Acadia.....	1	Aug. 4, ..	11 4	11 0	Columbia.....	4	Aug. 4, ..	12 23	11 1
Britannia.....	2	Sept. 4, ..	11 1	11 3	Britannia.....	7	" 19, ..	11 20	11 23
Caledonia.....	1	" 19, ..	12 9	10 22	Caledonia.....	6	Sept. 4, ..	11 19	10 21
Acadia.....	2	Oct. 4, ..	11 5	12 4	Acadia.....	7	" 19, ..	13 11	11 3
Britannia.....	3	" 20, ..	11 23	11 7	Columbia.....	5	Oct. 5, ..	13 19	10 20
Caledonia.....	2	Nov. 4, ..	11 23	11 21	Britannia.....	8	" 21, ..	14 4	12 6
Acadia.....	3	Dec. 4, ..	14 17	10 16	Caledonia.....	7	Nov. 4, ..	11 20	11 23
Columbia.....	1	Jan. 5, 1841.	13 3	12 0	Acadia.....	8	" 19, ..	15 15	11 8
Britannia.....	4	Feb. 4, ..	15 9	12 0	Columbia.....	6	Dec. 4, ..	14 17	11 17
Caledonia.....	3	Mar. 4, ..	14 0	10 18	Britannia.....	9	Jan. 4, 1842.	14 12	11 3
Acadia.....	4	" 20, ..	16 13	12 18	Caledonia.....	8	Feb. 4, ..	p. bk.	
Columbia.....	2	April 4, ..	13 3	11 15	Acadia.....	9	" 19, ..	16 8	12 8
Britannia.....	5	" 20, ..	13 17	11 1	Columbia.....	7	Mar. 4, ..	20 17	15 12
Caledonia.....	4	May 4, ..	12 6	10 18	Britannia.....	10	April 5, ..	12 22	10 14
Acadia.....	5	" 10, ..	11 23	10 15	Caledonia.....	8	" 10, ..	13 20	10 18
Columbia.....	3	June 4, ..	10 19	10 7	Acadia.....	10	May 4, ..	14 18	10 8
Britannia.....	6	" 19, ..	12 5	10 2	Columbia.....	8	" 19, ..	11 22	9 17
Caledonia.....	5	July 4, ..	11 5	10 11	Britannia.....	11	June 4, ..	11 17	10 10

Average passage by chronometer:—Out, 13 days 6 hours: Home, 11 days 2 hours.

MARSEILLES LINE OF PACKETS.

The undermentioned ships will be regularly despatched from hence on the 1st, and from Marseilles on the 10th of each month during the year, as follows:—

SHIPS.	CAPTAINS.	From	
		New York.	Marseilles.
Gaston.....	Stephen Coulter...	April 1	June 10
Missouri.....	John Silvester....	May 1	July 10
Prince de Joinville (new)....	Wm. W. Lawrence	June 1	Aug. 10
Marcella (new), 650 tons.....	G. Hagar.....	July 1	Sept. 10
Nebraska, da. do.	Hollespont.....	Aug. 1	Oct. 10

They are all fast-sailing, coppered, and copper-fastened vessels, and commanded, or to be commanded, by men of experience. Their accommodations for passengers are all that need be desired in point of comfort and convenience, having excellent state-room accommodations.

Punctuality in the days of sailing from both ports may be relied on.

Goods addressed to the agents, will be forwarded free of other charges than those actually paid.

NEW YORK AND HAMBURG PACKETS.

The following ships sail from New York to Hamburg on stated days

Barque Newton, Captain Weinholdt.
Ship Howard, Captain Paulsen.
Barque Miles, Captain Ehlers.
Barque Franklin, Captain Stebbins.
Barque Washington, Captain Kruger.
Ship Stephani, Captain Roluffs.
Ship Bravens, Captain Flor.

These ships are all coppered and copper-fastened, and commanded by men of experience in the trade. Having good accommodations for cabin and steerage passengers, persons wishing to have their friends from Germany can secure their passage. Other ships are also engaged in the trade with Hamburg, Bremen, &c.

LOUISIANA AND NEW-YORK LINE OF PACKETS.

For the better accommodation of shippers, a ship is despatched from New York on the 1st, 5th, 10th, 15th, 20th, and 25th, of each month, commencing the 10th of October, and continuing until May, when regular days are appointed for the remainder of the year, whereby great delays and disappointments will be prevented during the summer months. The following ships are employed in this arrangement:—

Ship St. Mary, Capt. Forster.
Ship Mississippi, Capt. Hilliard.
Ship Shakespeare, Capt. Chester.
Ship Yazoo, Capt. Wibray.
Barque Genesee, Capt. Minot.
Ship Oswego, Capt. Wood.
Ship Martha Washington, Capt. Stevens.
Ship Sartell, Captain Taylor.

These ships were all built in the city of New York, expressly for packets, are of a light draft of water, have recently been newly coppered, and put in splendid order, with accommodations for passengers unequalled for comfort. They are commanded by experienced masters, who will make every exertion to give general satisfaction. They will at all times be towed up and down the Mississippi by steamboats.

HOLMES'S LINE.

To sail every ten days during the season:

Ship Orleans, S. Sears, master.
Ship Arkansas, Bunker, master.
Ship Alabama, D. M. Bunker, master.
Ship Saratoga, W. H. Russell, master.
Ship Louisa, Leavitt, master.
Ship Rhenzi, Clark, master.
Ship Saltana, Dennis, master.
Ship Vicksburg, Berry, master.

These are all fast-sailing, coppered, and copper-fastened vessels, built expressly for this trade; commanded by men of great experience, and will insure at the lowest rates.

They will at all times be towed up and down the Mississippi by steamboats, and will sail punctually as advertised. Great care will be taken of all goods shipped by this old and well-known line; and every exertion made to accommodate both shippers and passengers.

SHIPPING in the Trade of France and the United States, as advertised in the Havre List for the following Months in 1845.

HAVRE.		Arrived		
Sarah Arellia, Rutman, July 15.....	Mobile	Argo, Anthony, Oct. 1.....	New York	
Kentucky, Rogers, July 17.....	New Orleans	Pontac, Parker, Oct. 1.....	New Orleans	
John Dunlap, Choate, July 17.....	Mobile	Goodwin, Davis, Oct. 1.....	New York	
Lella, Higgins, July 20.....	New York	Leopard, Longcope, Oct. 2.....	New Orleans	
Havre. Ainsworth, August 23.....	do.	Sully, Edgar, Oct. 3.....	New York	
Deucalion, Allen, August 23.....	New Orleans	Vesta, Soubry, Oct. 6.....	New Orleans	
Sea Lion, Cross, August 24.....	do.	MARSEILLES.		
Josephine, Racand, August 25.....	New York	Rollo, Giberson, August 19.....	New Orleans	Arrived
Grand Conde, Aubert, August 26.....	Mobile	Agnes, Withrell, Sept. 2.....	New York	
Goodwin, Davis, August 30.....	do.	Gairo, Childs, Sept. 3.....	New Orleans	
Delia Walker, Condry, August 30.....	Richmond	Whiton, Curtis, Sept. 5.....	New York	
Leopard, Longcope, August 30.....	Baltimore			Sailed
Pontiac, Parker, August 30.....	Richmond	Missouri, Silvestre, July 15.....	New York	
Viola, Jameson, August 30.....	New Orleans	Napoleon, Rollo, Sept. 3.....	New Orleans	
Baltimore, Funck, Sept. 14.....	New York	BORDEAUX.		
Isabella, Biggs, Oct. 1.....	Baltimore	Tamanend, Child, July 10.....	New Orleans	Arrived
	Sailed	Susan, Wishart, Sept. 6.....	New York	
Louis Philippe, Castoff, July 15.....	New York			Sailed
Albers, Marwick, July 15.....	do.	Sea, Allen, Sept. 25.....	New York	
Versailles, Hunt, July 16.....	Boston	LA ROCHELLE.		
Ellen Brooks, Howe, July 16.....	United States	Mathilda Luther, Crowell, Sept. 23.....	New York	Sailed
St. Nicholas, Poll, July 18.....	New York	DUNKIRK.		
Probus, Devries, July 20.....	do.	Paulma, Stevens, Oct. 1.....	New York	Arrived
Victoria, Hartsbome, July 21.....	United States			
Emerald, Howe, August 21.....	New York			
Havre. Ainsworth, Sept. 9.....	do.			

The Havre Trade Lists advertised for Sales during the following Months.

HAVRE.		For	
Duchess d' Orleans, Richardson, July 21.....	New York	Baltimore, Funck, soon.....	New York
Burgundy, Wotton, August 1.....	do.	Goodwin, Davis, Sept. 18.....	do.
Tarquin, Moody, July 24.....	do.	Tagliani, Rogers, Sept. 15.....	New Orleans
Sarah Arellia, Rutman, August 1.....	do.	Chateaubriand, Lalonde, Sept. 15.....	do.
Norman, Spavin, July 25.....	New Orleans	Magnolia, Gray, Sept. 20.....	do.
Rajah, Edwidge, August 5.....	do.	Narragansett, Destebecho, Oct. 1.....	do.
Tagliani, Rogers, Sept. 10.....	do.	Sea Lion, Cross, Oct. 15.....	do.
Zurich, Johnson, Sept. 1.....	New York	Vesta, Soubry, Sept. 20.....	do.
Havre, Ainsworth, Sept. 8.....	do.	Andelle, Guignot, Sept. 20.....	do.
Apollo, Fitch, soon.....	do.	Deucalion, Allen, Oct. 20.....	do.
Tagliani, Rogers, Sept. 10.....	New Orleans	Sylvie-de-Grasse, Thompson, Oct. 8.....	New York
Chateaubriand, Lalonde, Sept. 10.....	do.	Ira, Hewitt, Oct. 10.....	do.
Rubicon, Thompson, soon.....	do.	Albany, Crawford, Oct. 21.....	do.
Magnolia, Gray, Sept. 20.....	do.	Venne, Salter, Oct. 12.....	do.
Narragansett, Destebecho, Oct. 1.....	do.	Narragansett, Destebecho, soon.....	New Orleans
Sea Lion, Cross, Oct. 15.....	do.	Sea Lion, Cross, Oct. 15.....	do.
Vesta Soubry, Sept. 20.....	do.	Andelle, Guignot, Oct. 15.....	do.
Andelle, Guignot, Sept. 20.....	do.	Deucalion, Allen, Oct. 20.....	do.
Argo, Anthony, Sept. 24.....	New York	Jupiter, Carter, soon.....	Charleston
		Oceanus, Smith, soon.....	Texas

The daily New York shipping lists, always exhibit advertisements of the ships being then ready to take on board merchandise and passengers: chiefly for the following:—

FOR FOREIGN PORTS.—Aguadilla, P. R.; Amsterdam; Antigua; Antwerp; Acanzas; Aux Cayes; Baltic ports: Barbadoes; Bay Texas; Belize; Honduras; Bermuda; Bourdeaux; Bremen; Buenos Ayres; Canton; Cape de Verdes; Cape of Good Hope; Cardenas; Galveston, Texas; Glasgow; Gottenburg; Guayaquil; Halifax. N. S.; Hamburg; Havana; Havre; Hull; Kingston, Jamaica; Laguayra; Lisbon; Liverpool; London; Madeira; Malaga; Malta; Manilla; Marseilles; Matanzas; Montevideo; Nantes; Naples; Nassau, N. P.; Nuevitas; Palermo; Panama; Port-au-Prince; Porto Cabello; Porto Rico; Rio Janeiro; Rotterdam; Sandwich Islands; Savonilla; Smyrna; Stettin; St. John's, N. F.; St. John's, N. B.; St. Kitt's; Stockholm; St. Petersburg, R.; St. Pierre, Martinique; St. Thomas; St. Vincent; Trieste; Turk's Island; Valparaiso; Vera Cruz.

The following are the principal distant ports in the United States, for which large ships are advertised.

Apalachicola; Charleston; Georgetown; Franklin; Key West; Mobile; New Orleans; Newport; Pensacola; Savanna; St. Augustine; St. Mark's; St. Mary's; Tampa Bay.

The range to which the New York steam-packets and other packets employed in the carrying of passengers and goods in the river and coasting trade extend, will appear from the following list, published in July, 1845.

The Regular Packets and Steamboats in the Coasting Trade, lie at or near the following places. All lie in the East River, except those marked N. R.		New-Haven packets Peck-slip.	
Albany steamboats, morning line.....	Barclay-street, N. R.	— steamboats.....	Peck-slip.
— ditto, evening line.....	Cortlandt-street, N. R.	New-London packets.....	Burling-slip.
— towboats.....	Broad and Cortlandt-streets.	— steamboats.....	Pier, No. 1, N. R.
Alexandria packets.....	Pier, No. 14.	New-Orleans packets.....	Wall-street.
Apalachicola ditto.....	Whitehall.	Newport (R. I.) ditto.....	Maiden-lane.
Baltimore ditto.....	Old-slip, Pier No. 14, and Wall-street.	New-Rochelle steamboats.....	Fulton-street.
Boston ditto.....	Coenties-slip, Maiden-lane, and Old-slip.	Norfolk packets.....	Pier, No. 14.
Bridgeport ditto.....	James-slip.	Norwalk ditto.....	James-slip.
— steamboat.....	Catharine-street.	— steamboats.....	Catharine-street.
Catakill packets.....	Cedar-street, N. R.	Norwich packets.....	Burling-slip.
Charleston ditto.....	Burling-slip and Pine-street.	— steamboats.....	Pier, No. 1, N. R.
Darien ditto.....	Beekman-street.	Petersburg (ackets).....	Wall-street.
East Haddam ditto.....	James-slip.	Philadelphia ditto.....	Old-slip and Coenties-slip.
Rosport ditto.....	Pier, No. 2.	— steamboats.....	Pier, No. 2, N. R.
Fall River ditto.....	Maiden-lane and Coenties-slip.	— towboats.....	Old-slip and Pier No. 2, N. R.
Flushing towboats.....	Liberty-street, N. R.	Portland packets.....	Coenties-slip.
Georgetown (D. C.) packets.....	Pier, No. 14.	Portsmouth (N. H.) ditto.....	Coenties-slip.
— (S. C.) ditto.....	East side, Coenties-slip.	Poughkeepsie towboats.....	Liberty-street, N. R.
Hartford ditto.....	James and Coenties-slips.	Providence (R. I.) packets.....	Maiden-lane.
— steamboats.....	Peck-slip.	— (R. I.) steamboats.....	Pier, No. 1, N. R.
Hudson towboats.....	Liberty-street, N. R.	Richmond packets.....	Wall-street.
Key West packets.....	Pier, No. 20.	Sag Harbour ditto.....	Peck-slip.
Middletown (Conn.) packets.....	James-slip.	Salem (Massachusetts) ditto.....	Coenties-slip.
Mobile ditto.....	Burling-slip and Wall-street.	Savanna ditto.....	Maiden-lane.
Nantucket ditto.....	Stevens'-wharf.	Saybrook ditto.....	Coenties-slip.
Newark (N. J.) ditto.....	White hall.	Shrewsbury (N. J.) ditto.....	Coenties-slip.
— (N. J.) steamboats.....	Barclay-street, N. R.	Stamford (Conn.) ditto.....	James-slip.
New Bedford packets.....	Peck-slip.	— (Conn.) steamboats.....	Catharine-street.
New Brunswick (N. J.) steamboats.....	Barclay-street, N. R.	St. Mark's packets.....	Pier, No. 20.
— (N. J.) packets.....	Broad-street.	Stonington (Conn.) ditto.....	James-slip.
Newburg ditto.....	Warren-street, N. R.	— (Conn.) steamboats.....	Pier, No. 1, N. R.
		Troy towboats.....	Broad-street.
		Washington City packets.....	Pier, No. 14.
		Wilmington (N. C.) ditto.....	West side Peck-slip.

AVERAGE FREIGHTS during the Summer of 1845.

ARTICLES.		Value.—Sterling.		ARTICLES.		Value.	
To LIVERPOOL:—		s. d.	s. d.	To HAVRE:—		dls. cts.	dls. cts.
Cotton, square & round bales.....	lb.	0 0½	to 0 0 3-10	Cotton, square and round.....	lb.	0 0½	to 0 0½
Beef (304 lbs.).....	tierce	3 0		Ashes.....	ton	8 0	10 0
Beef and pork.....	barrel	1 9	2 0	Rice.....	do.	10 0	10 0
Turpentine.....	do.	1 3	1 9	Measurement goods.....	do.	10 0	
Leather.....	2000 lbs.	40 0		Quercitron bark.....	do.	10 0	
Tobacco.....	hoghead	22 6	25 0	Whalebone.....	lb.	0 0½	
Heavy goods.....	ton	20 0	22 6	Lard and tallow.....	do.	0 0½	
To LONDON:—				SEAMEN'S WAGES, in 1845.			
Tobacco.....	hoghead	30 0		WITH SMALL STORES ALLOWED.			
Flour.....	barrel			To Liverpool and Havre, per month		15 0	
Naval stores.....	do.	2 0	2 6	North of Europe.....	do.	13 0	
Measurement goods.....	ton	30 0		Mediterranean.....	do.	12 0	13 0
Heavy goods.....	do.	25 0	30 0	West Indies.....	do.	15 0	
Oil.....	do.		27 6	Coasting.....	do.	15 0	
Seeds.....	tierce			East Indies.....	do.	11 0	
Beef (304 to 336 lbs.).....	do.	4 6	5 0	South America.....	do.	12 0	13 0
Beef.....	barrel	3 0					

Letter-bags are kept for the reception of ship-letters, at Gilpin's Reading Room, Merchants' Exchange; and Hale's Ship Letter Office, No. 58, Wall-street, for New York; Amsterdam; Barbadoes; Carthage; Constantinople; Curaçao; Galveston; Guayaquil; Hamburg; Havana; Havre; Kingston, Jamaica; Liverpool; London; Madeira; Manila; Naples; New Orleans; Palermo; Panama; Port-au-Prince; Rio Janeiro; Rotterdam; Sandwich Islands; Smyrna; Stettin; St. John's, N. F.; St. Pierre, Martinique; St. Vincent; Turk's Island; Valparaiso; Vera Cruz.—(See *Post Office of the United States, generally; New Post Office Law; Miscellaneous Statements.*)

The following statement includes the names and tonnage of the principal British and American vessels which arrived at the port of London from the United States, during the first six months of the year 1845, though not comprehending

half the number actually engaged in trade between those ports and the United States.

From New York.—BRITISH: Clutha, 498 tons. AMERICAN: Prince Albert, 980 tons; Washington, 300 tons; Westminster, 608 tons; St. James, 617 tons; Northumberland, 990 tons; Gladiator, 674 tons; Mediator, 647 tons; Switzerland, 590 tons; Quebec, 655 tons; Robert Fulton, 550 tons; Wellington, 703 tons; Hendrick Hudson, 821 tons; Talisman, 350 tons; Jessore, 500 tons; Arethusa, 336 tons; Toronto, 609 tons.

From Boston.—BRITISH: none. AMERICAN: Talisman, 350 tons; Vespasian, 400 tons; Ellen, 400 tons.

From Charleston.—BRITISH: Marion, 427 tons. AMERICAN: Ark, 400 tons; Abagin, 350 tons; Brontes, 400 tons.

From Baltimore.—BRITISH: none. AMERICAN: Laura, 300 tons.

Names and tonnage of principal British and American vessels which arrived at Liverpool, during the same period.

From New York.—BRITISH: Brothers, 537 tons. AMERICAN: Europe, 613 tons; Aderon Dark, 608 tons; Samuel Hicks, 818 tons; New York, 972 tons; Toronto, 609 tons; St. Patrick, 896 tons; Liverpool, 1129 tons; Siddons, 900 tons; Columbus, 664 tons; Sea, 800 tons; Ashburton, 1077 tons; Ann, 218 tons; Stephen Whitney, 995 tons; Yorkshire, 1058 tons; Cambridge, 877 tons; Patrick Henry, 982 tons; St. Lawrence, 425 tons; Paul Jones, 650 tons; Oxford, 707 tons; Rochester, 845 tons; Indiana, 607 tons; Garrick, 900 tons; George Washington, 609 tons; Ohio, 757 tons; St. George, 845 tons; Montezuma, 982 tons; Virginian, 650 tons; Montecello, 390 tons; Hottinguer, 1000 tons; Kalamazoo, 798 tons; Lancashire, 600 tons; Roscius, 1067 tons; John R. Skiddy, 908 tons; Adirondack, 761 tons; Sheffield, 564 tons; Independence, 800 tons; Isabella, 745 tons; Waterloo, 900 tons; Henry, 434 tons; Southern, 700 tons; Pacific, 600 tons; Henry Clay, 1300 tons; Shenandoak, 750 tons; Queen of the West, 1334 tons; Sheridan, 1000 tons; Tarolinta, 570 tons; Caledonia, 545 tons; Haidee, 647 tons; Empire, 1000 tons; London, 700 tons.

From Boston.—BRITISH: none. AMERICAN: Iberias, 329 tons; Concordia, 641 tons; Ashburton, 553 tons; Barnstable, 873.

From Philadelphia.—BRITISH: none. AMERICAN: Savannah, 816 tons; Monongahela, 500 tons; Thomas P. Cope, 845; Saranak, 816 tons; Susquehanna, 560 tons.

From Charleston.—BRITISH: Mandane, 360 tons; Safeguard, 290 tons; Courad, 367 tons; Creole, 455 tons; Sarah Stewart, 365 tons; Borneo, 458 tons; John Renwick, 402 tons; Promise, 446 tons; Macao, 482 tons; Selina, 258 tons; Sarah, 517 tons; Jessie, 679 tons; Chieftain, 325 tons; Burrell, 402 tons; Lavinia, 374 tons; Corsair, 476 tons; Sir Henry Pottinger, 426 tons; Lady Bagot, 455 tons; Robert Ker, 357 tons; Ann Kenny, 486 tons; Lady Sale, 736 tons; Cremona, 506 tons; Wilson, 281 tons; Lady Fitzherbert, 386 tons; Lord Ashburton, 1009 tons; Cambridge, 494 tons; Ross, 645 tons; Cousbrook, 423 tons; Conqueror, 657 tons; Thetis, 584 tons; Constitution, 558 tons; Janet, 320 tons; Portland, 541 tons; Leonard Dobbin, 611 tons; Morgiana, 354 tons; Kingston, 431 tons; Johnstone, 436 tons; Evergreen, 574 tons; Kilty, 388 tons. AMERICAN: Lochinvar, 635 tons; Swanton, 709 tons; Augusta, 708 tons; Thomas Bennett, 505 tons; Shenandoah, 700 tons; John Baring, 430 tons; Arabella, 696 tons; Harriett and Jessie, 453 tons; Victor, 394 tons; Columbia, 344 tons; Xaylon, 420 tons; Elsinore, 597 tons; John Fehrmann, 428 tons; Delia Walker, 494 tons; Tartar, 573; Susquehanna, 560 tons; B. Aylmar, 437 tons; Marengo, 426 tons; Richmond, 475 tons; Treton, 428 tons; Ambassador, 452 tons; Virginia, 612 tons; Peter Hattrick, 355 tons; St. Mark, 545 tons; Roger Sharman, 496 tons; Persia, 438 tons; Thames, 372 tons; Southport, 499 tons; John Baring, 550 tons; Swatra, 747 tons; Republic, 644 tons.

From Savannah.—BRITISH: Oronocto, 609 tons; Ben Nevis, 955 tons; Douglas, 650 tons; Kingston, 431 tons; Coronation, 739 tons; Ocean Queen, 568 tons; Myrene, 244 tons; Envoy, 481 tons; Devonport, 767 tons; Primrose, 553 tons; Syria, 580 tons; Leander, 813 tons; Ottawa, 562 tons; Fanny, 367 tons; Robert, 665 tons; Acadia, 800

tons; Alexander Grant, 689 tons; Britannia, 609 tons; Severn, 573 tons; Sesostriis, 606 tons; Glasgow, 611 tons; James and Mary Sinnot, 533 tons; Nelson Village, 384 tons; Thomas, 765 tons; Stadacona, 619 tons; Lady Falkland, 672 tons; Ayrshire, 543 tons; Carleton, 404 tons; Sherbrooke, 505 tons; Lord Canterbury, 599 tons; Rockshire, 565 tons; Queen Victoria, 588 tons; Parmelia, 811 tons; Loshmagor, 741 tons; Charles, 579 tons; Leander, 733 tons; Robert A. Parke, 389 tons; Socrates, 457 tons; Espinola, 880 tons. AMERICAN: Robert Shaw, 402 tons; Powhattan, 640 tons; Nicholas Biddle, 790 tons; Lancaster, 798 tons; Susannah Cumming, 540 tons; Tamerlane, 346; Clyde, 415 tons; Pacific, 595 tons; Harward, 340 tons; Stirling, 493 tons; Charles Joseph, 310 tons; Clyde, 413 tons; Eli Whitney, 528 tons; Howard, 387 tons; Glendower, 518 tons; Elizabeth, 531 tons; Edwin, 339 tons; Denmark, 554 tons.

From Mobile.—BRITISH: Civion, 292 tons; Superb, 549 tons; Dumfries-shire, 873 tons; Lady Milton, 636 tons; John Munn, 637 tons; John and Robert, 501 tons; Sisters, 851 tons; Washington, 800 tons; Charles Humberstone, 640 tons; Java, 372 tons; Samuel, 558 tons; John Bell, 501 tons; James Moran, 600 tons; Harmony, 852 tons; Maranham, 451 tons; Rankin, 1120 tons; Lanark, 648 tons; Satellite, 824 tons; Agenora, 731 tons; Herculean, 317 tons; John Bentley, 783 tons; Alexander Edmond, 716 tons; Lochlibo, 1006 tons; Rasalama, 780 tons; Jane, 781 tons; W. Pirie, 552 tons; Helen, 860 tons; Malabar, 686 tons; Mary, 342 tons; Duncan, 644 tons; Agnes Gilmore, 915 tons; Wallace, 864 tons; Asia, 647 tons; Symmetry, 1009 tons; Henry Gardiner, 701 tons; Margaret Polloc, 917 tons; Ottawa, 1147 tons; Duncan Ritchie, 610 tons; Birkenhead, 935 tons; John Campbell, 624 tons; Llantarnum Abbey, 431 tons; Oceana, 799 tons; Tay, 512 tons; Queen, 650 tons; Aurora, 709 tons. AMERICAN: Elizabeth, 549 tons; Bytown, 346 tons; Lucy, 396 tons; Suffolk, 518 tons; Waverley, 529 tons; Burlington, 534 tons; Palestine, 469 tons; Pactolus, 500 tons; Winipiac, 339 tons; Clara, 525 tons; Elizabeth Denison, 806 tons; Isaac Newton, 599 tons; Susan Howell, 766 tons; Oxnard, 688 tons; Dublin, 650 tons; Shannon, 843 tons; Rob Roy, 525 tons; North Sea, 379 tons; Agnes, 429 tons; Superior, 570 tons; Sarah Ann, 431 tons; Memphis, 800 tons; Carthage, 426 tons; Virginian, 700 tons; Asia, 474 tons; Joshua Bates, 620 tons; Epaninondas, 500 tons; William Goddard, 514 tons; Bombay, 550 tons; Hudson, 713 tons; Powhattan, 590 tons; Carrol, 695 tons; Cornelia, 1065 tons; Great Britain, 694 tons; Bowditch, 578 tons; Lancaster, 798 tons; Alhambra, 713 tons; Rockingham, 400 tons; Robert Parker, 599 tons; T. B. Wales, 600 tons; St. Leon, 505 tons; Hector, 560 tons; Java, 538 tons; Brewster, 696; Ondiaka, 749 tons; Portsmouth, 520 tons.

From New Orleans.—BRITISH: Gossypium, 745 tons; Tamerlane, 495 tons; Sir Colin Campbell, 651 tons; Zanoni, 590 tons; Magnificent, 731 tons; The Duke, 682 tons; Bonadea, 625 tons; Favourite, 661 tons; Victory, 590 tons; Lord Maidstone, 683 tons; Margaret, 795 tons; North Pole, 312 tons; Pursuit, 731 tons; Provincialist, 880 tons; Lord Sandon, 678 tons; Mayfield, 824 tons; Lanarkshire, 689 tons; Elizabeth, 691 tons; Columbine, 607 tons; British King, 637 tons; Coromandel, 662 tons; Octavius, 634 tons; Amoy, 648 tons; Grampian, 774 tons; Glentanner, 610 tons; Yorkshire, 808 tons; Eleanor, 679 tons; Gertrude, 703 tons; W. Abrams, 706 tons; Rothschild, 645 tons; Broom, 889 tons; Susan, 537 tons; Huron, 498 tons; Venelia, 581 tons; Aberdeen, 560 tons; Seraphine, 643 tons; Marchioness of Abercorn, 875 tons; Warren Hastings, 698 tons; Miltiades, 675 tons; Glenlyon, 908 tons; Lamport, 743 tons; Emerald, 721 tons; Springfield, 547 tons; Lord Seaton, 730 tons; Themis, 1004 tons; Henry Duncan, 562 tons; Good Intent, 592 tons; Importer, 734 tons; Swan, 859 tons; Royal Adelaide, 453 tons; Victoria, 716 tons; Lady Constable, 613 tons; Laurel, 808 tons; Glenleven, 646 tons; Sapphire, 714 tons; Caledonia, 789; Falcon, 382 tons; Envoy, 740 tons; Belmont, 937 tons; Enchantress, 832 tons; Independence, 693 tons; Pallas, 520 tons; Georgiana, 513 tons; England, 893 tons; Lord Wellington, 732 tons; Arabian, 581 tons; Standard, 531 tons; Chieftain, 795 tons; Ellerslie, 734 tons; Ann Armstrong, 899 tons; Evening Star, 642 tons; China, 645 tons; Hebe, 450 tons; Ann Jessie, 941 tons; Mountaineer, 869 tons; Henrietta Mary, 844 tons; Jane, 658 tons; Imogen, 330 tons; Corea, 734 tons; Hero of Sidon, 615 tons; Goliath, 988 tons; Sir Charles Napier, 638 tons; Argyle, 634 tons; Henry Bliss, 729 tons; Ocean Queen, 802 tons; Liverpool, 514

tons. AMERICAN: Onca, 750 tons; Europe, 598 tons; George Stephens, 498 tons; St. Cloud, 475 tons; T. B. Wales, 599 tons; Sheffield, 590 tons; J. Shepherd, 730 tons; Caledonia, 545 tons; Charlemagne, 741 tons; Diana, 600 tons; Maryland, 401 tons; Russell Glover, 795 tons; Fanny, 615 tons; Elizabeth Bruce, 606 tons; Cairo, 593 tons; Washington, 494 tons; Meteor, 709 tons; Alhambra, 695 tons; Essex, 774 tons; Laura, 763 tons; Brewster, 696 tons; Walpole, 703 tons; Goodwin, 724 tons; Swatra, 862 tons; Empire, 1049 tons; St. Lawrence, 460 tons; Persian, 492 tons; Dibdin, 570 tons; Abbot Lord, 500 tons; Commerce, 502 tons; London, 637 tons; Oregon, 688 tons; Mayflower, 500 tons; Soldan, 765 tons; Scotland, 517 tons; Franconia, 532 tons; Kilby, 597 tons; Columbian, 600 tons; Hampden, 704 tons; Thomas Parkins, 670 tons; Republic, 900 tons; Malabar, 600 tons; Tyrian, 544 tons; Emble, 644 tons; Mississippi, 717 tons; Champlain, 728 tons; Luconia, 576 tons; Cygnet, 498 tons; Logan, 613 tons; Leopard, 580 tons; General Veazie, 443 tons; Adams, 600 tons; Desdemona, 710 tons; Ontario, 640 tons; Sweden, 680 tons; Neptune, 569 tons; Genesee, 459 tons; Lehigh, 541 tons; Liverpool, 642 tons; Constantine, 841 tons; Suffolk, 651 tons; Pharsalia, 653 tons; Stephen Baldwin, 680 tons.

BRITISH NAVIGATION WITH THE NORTH AMERICAN COLONIES.

The Transatlantic ships employed in trade between the United Kingdom and the British North American colonies, are adapted in size to the cargoes which they carry, and the depth of water in the colonial or British ports, in which they load and discharge.

The ships which carry timber from the ports of the St. Lawrence, Chaleur bay, Miramichi, and the Bay of Fundy, range from 150 tons to above 1000 tons. The principal ships laden with timber, &c., from the North American colonies, which discharged their cargoes at the ports of London and Liverpool, during the first six months of the year 1845, were the following, viz.:—

PORT OF LONDON.—The *Themis*, of St. John's, New Brunswick, from St. John's, 1004 tons, 30 men. The *Schoodiac*, of St. Andrew's, New Brunswick, from St. Stephen's, 1005 tons, 31 men. *Princess Royal*, of St. John's, New Brunswick, from St. John's, 1096 tons, 29 men. *Indus*, of Glasgow, 822 tons, 26 men. *Manchester*, of Quebec, 825 tons, 25 men. The greater number of the other ships in this trade, and those which discharge at the port of London, the Clyde, Leith, Bristol, Cork, &c., range from 300 tons to 700 tons. Those which are laden at the shallow ports of the North American colonies, with timber and deals, and discharge at the shallow ports of the United Kingdom, range as low as from 300 tons to about 120 tons.

Vessels employed in the trade between the United Kingdom and Newfoundland, are seldom above 200 tons, and frequently of much less burden. Those trading with Nova Scotia, Cape Breton, and Prince Edward Island (some of the timber ships excepted), are usually of moderate burden.

WEST INDIES.—The ships engaged in the West India trade would formerly be considered of very large burden; but compared with those engaged in the North American trade, they are not usually half the capacity.

SOUTH AMERICAN TRADE.—Generally, the trade carried on with South America, is in small ships and brigs.

EAST INDIES AND CHINA.—The most splendid ships belonging to the British empire are those employed in the trade with India and China. This was at all times the case. These magnificent ships are built chiefly in the river Thames, the Tyne, the Mersey, and the Clyde. The following vessels are among the principal ships which arrived during the first six months of the year 1845, from India, &c., in the port of London, viz.:—

From CALCUTTA, the *Wellesley*, of London, 1013 tons, 60 men. *Monarch*, of London, 1282 tons, 84 men. *Prince of Wales*, of London, 1241 tons, 84 men. The

Queen, of London, 1244 tons, 82 men. *Gloriana*, of Newcastle, 1056 tons, 62 men. *Ellenborough*, of Newcastle, 1031 tons, 62 men. *Owen Glendower*, of London, 989 tons, 67 men. *Bucephalus*, of Newcastle, 985 tons, 64 men. *Southampton*, of London, 971 tons, 68 men. *Maidstone*, of London, 938 tons, 52 men. *Seringapatam*, of London, 870 tons, 65 men. *Somes*, of London, 785 tons, 29 men. *Union*, of London, 750 tons, 27 men. *Westminster*, of London, 610 tons, 26 men. *China*, 658 tons, 28 men. Besides a great many other ships of from 400 tons to 600 tons.

From MADRAS, the *Equestrian*, of London, 800 tons, 37 men. The *Neptune*, of London, 645 tons, 30 men. The *Larkins*, 700 tons, 25 men. Besides other ships of from 300 tons to 600 tons.

From BOMBAY, the *Universe*, of Dundee, 719 tons 26 men. The *Nelson*, of Glasgow, 603 tons, 24 men. The *Carnatic*, of London, 6½ tons, 32 men. Besides others of less burden.

From CANTON, the *Hindustan*, of London, 708 tons, 37 men. The *Castle Eden*, of London, 930 tons, 52 men. The *Royal Albert*, of Greenock, 507 tons, 17 men. The *L'Arne*, of Liverpool, 577 tons, 21 men. Besides other ships from 400 tons to 500 tons.

In the trade with Singapore, New South Wales, and other eastern places, the ships vary in size from 250 tons to 600.

The ships employed in the trade between the ports of Liverpool, the Clyde, and the Mersey, and ports in the East Indies, China, and other eastern places, vary in their size from 300 tons to 700 registered tons.

The following summary of the cargoes discharged by some of the principal ships arriving from the *United States*, and from other parts of the world, in the ports of London and Liverpool, will be found curious and instructive.

The cargo discharged in February, 1845, at the St. Katherine's Dock, London, by the American ship *Victoria*, of 938 tons, 30 men, from New York, exhibits the variety of exports: viz., 4164 barrels of turpentine, 2300 barrels of oil cake, 17 casks of oil, 66 tierces, 19 half-tierces, and 1 hogshhead of tobacco, 2629 bushels of Indian corn, 174 tierces of beef, 70 barrels, 48 half-barrels of pork, 161 cases, 64 casks of cheese, 26 barrels of tallow, 161 cases, 64 casks of general merchandise, 20 barrels of sarsaparilla, 75 cases of cloths, 25 boxes of black weights, 1 case, 1 cask of specie, 30 boxes of broom corn, 30 boxes and 17 casks of broom handles, and 6 dozen brooms and whips.

The *Prince Albert*, of New York, 980 tons, 37 men, from New York, discharged a month previously in the port of London, 44 casks, 23 cases, 12 bales of general merchandise, 25,440 staves, 122 logs of cedar, 1050 casks of oil-cake, 303 casks of oil, 20 barrels of lard oil, 16 casks of spermaceti, 1492 barrels of turpentine, 30 barrels of spirits of turpentine, 79 pigs of lead, 1 case of worsted, 7 hogshheads of furs, 11 casks and 50 kegs of tobacco, 235 bales of hemp, 4901 bushels and four casks of Indian corn, 110 barrels of pork, 125 tierces of beef, 1054 cases, and 296 casks of cheese, 1 tierce of hams, 2 hogshheads of tallow, 10 kits of salmon, 1 cask of tongues, 5 hides, 3 boxes, and 1 barrel of bread.

The *Northumberland*, of New York, 990 tons, 32 men; discharged a cargo of nearly similar articles, with the addition of 197 bundles of whalebone.

The *Wellington*, the *Hendrick Hudson*, the *Westminster*, the *St. James*, the *Quebec*, the *Mediator*, the *Switzerland*, the *Gladiator*, the *Robert Fuller*, &c., discharged similar cargoes, and all these will comprehend a view of the imports from America into the port of London, if we add tobacco, and an occasional vessel from Boston, Charleston, and Baltimore. The outward cargoes consist chiefly of British manufactures.

Talisman, of Boston, discharged in London, 60,000 lbs. of oil-cake, 2 tons of horn tips, 3 cases of merchandise, 1 case of hoops, 39 bales of hemp, 6 barrels of isinglass, 23½ tons of oil, and 500 tons of ice.

The *Louisa*, of the United States, from Baltimore, 300 tons, 11 men, discharged 577 tierces of beef, 584 barrels and 164 tierces of pork, 9 casks of grease, 100 kegs of tongues, 51 casks of tallow, 1 barrel and 50 half barrels of suet, 227 tierces of beef, 100 barrels of pork, 21 hogshheads of quercitron bark, 3 tierces of bones, 14 tierces of

clover-seed, 13 tierces and 6 tons of sassafras root, 1 case of merchandise, 10 hogsheds of tobacco, 1 tierce of bees'-wax, and 30 kegs of butter.

Cargoes of timber from British America.—The *John and Mary*, of Quebec, from Quebec, 12 men, 286 tons; discharged 20 pieces of white, and 450 pieces of red pine, 400 deals, and 3922 staves.

The *Clyde*, of St. John's, from St. John's, New Brunswick, 20 men, 711 tons; discharged 288 pieces of pine and 139 pieces of birch timber, 13,737 deals, 5650 palings, 2600 pieces of lathwood, 3840 staves, 43 boards, and 4 fathoms firewood.

The *Junior*, of Quebec, from Quebec, 19 men, 677 tons; discharged 20 pieces of oak timber, 50 pieces of elm, 58 pieces of pine, 12,474 deals, and 8610 staves.

The *Great Britain*, of London, from Montreal, 20 men, 492 tons; discharged 3439 barrels of flour, 2179 staves, 7 pair of oars, 252 deals, 108 handspikes, 550 barrels of ashes, and 1 case of books.

The *Liverpool*, of Halifax, from St. John's, New Brunswick, 20 men, 536 tons; discharged 335 pieces of pine timber, 11,959 deals and ends, 7719 head staves, 3 cords of lathwood, and 3 barrels of furs and skins.

The following are a few of the cargoes which were discharged in London, from ships, which arrived from India, China, &c.

The *Queen*, of London, from Calcutta, 42 men, 1244 tons; discharged 1385 chests of indigo, 246 bales of raw silk, 122 chests and 4029 bags of sugar, 991 bags of saltpetre, 102 hogsheds of oil seed, 4600 packets of linseed, 2500 bundles of rattans, 53 cases of silk piece goods, 38 cases of silk corahs, 545 bags of rice, 2 butts and 1 pipe of returned wine, 22 tubs and 243 boxes of camphor, 5 cases of cheroots, 10 barrels of pepper, 10 cases of lac dye, and 6 cases of arrowroot.

The *Prince of Wales*, of London, from Calcutta, and the Cape of Good Hope, 84 men, 1244 tons; discharged 3762 bags of sugar, 101 bales of raw silk, 810 chests and 2 boxes of indigo, 110 cases of castor oil, 1378 bags of rice, 3300 bundles of rattans, 705 bundles of chereita, 6 barrels of senna, 100 barrels of jute, 1250 packets of oil-seed, 1 box of cowries, 36 cases of piece goods, 100 puncheons of rum, 1778 bags of saltpetre, 1400 packets of cowries, 12 cases of sundries, 6 chests of tea, 25 butts and 20 pipes of wine, shipped in London for the voyage round the Cape of Good Hope, and 1 box of ostrich feathers.

The *Walmer Castle*, of London, from Canton, Hong-Kong, and Manila, 48 men, 656 tons; discharged 3622 chests and 598 half chests of tea, 13,425 bags of sugar, and 26 tons of sapan wood.

The *Monarch*, of London, from Calcutta and St. Helena, 84 men, 1282 tons; discharged 3094 bags of sugar, 394 chests of indigo, 3020 bags of saltpetre, 635 bags of horn tips, 431 bales of raw silk, 1758 packets of linseed, 23 chests of lac dye, 19 cases of piece goods, 2 trusses of silk, 50 puncheons of rum, 100 bales of jute, and 90 bags of rice.

The *Universe*, of Dundee, from Bombay, 26 men, 719 tons; discharged 564 bags of coffee, 173 bundles and 432 bags of turmeric, 50 bales of coir yarn, 185 bags of senna leaves, 24 boxes of arrowroot, 14 boxes of gum dammar, 1 box of poppy, 3 boxes of shellac, 306 bags of pepper, 63 cases of olibanum, 147 cases of gum arabic, 148 elephants teeth, 1 case of gum benjamin, 10 bags of croton seed, 90 cases of China indigo, 835 cases of camphor, 51 cases of raw camphor, 4 cases of shawls, 291 cases of 1 case shells, 22 cases of myrrh, 200 cases of animi, 6 cases of kino, 16 cases of cardamoms, 116 cases of cowries, 3 boxes of sea-horse teeth, 4 bags of coculus indicus, 3655 bags of oil-seed, 421 cases of cassia, 814 bales of cotton, 36 kegs of aloes, 24 bags of safflower, 8 bags of linseed, 4 cases of nutmegs, 40 bags of gall nuts, 300 bags of pepper, 2 chests of corriots, 33 cases of China root, 41 bags of senna leaves, 3950 buffalo horns, 468 bags of cowries, 21 bundles of mats, 1 bundle of hides, 139 pieces of elephants' teeth, 2 cases of shells, 960 frazils and 16 half frazils of coffee, 4 cases of 1 half case of cinnamon oil, 572 bags of linseed, 21 cases of merchandise, 2 cases of sundries, 7 cases of mother-of-pearl shells, 10 cases of silks, 85 baskets of China root, 356 pieces of hollow ivory, 177 pieces and 509 cases of ivory, 13 pieces of ball ivory, 45 pieces, 14 bundles, and 799 elephants' teeth, 5 cases of retail goods, 3 cases of books, &c., and 50 robins of castor seed.

The *Equestrian*, of London, from Madras, 29 men, 800 tons; discharged 2152 bales of cotton, 86 trunks of handkerchiefs, 683 bags of turmeric, 14 bales of blue cloth, 245 bags of linseed, 10,766 pieces of redwood, 9 casks of cocoa-nut oil, 8 half chests of castor oil, 309 chests of indigo, 20 trunks of handkerchiefs, 221 bags of coffee, and 5560 bags of sugar.

The *Nelson*, of Glasgow, from Bombay, 24 men, 603 tons; discharged 40 cases of myrrh, 54 cases of gum arabic, 3 casks of tallow, 50 cases of olibanum, 10 cases of animi, 1068 coils of coir rope, 1175 bags of turmeric, 1060 bags, 718 frazzles, and 50 nungs of coffee, 502 pieces of ivory, 547 bags of pepper, 9 cases of myrrh, 45 bundles of coir yarn, 5295 pieces of buffalo horns, 3132 pieces of sapan wool, 18 cases of silk, 179 cases of cassia, 200 bundles of 100 duppatas of galangal, 33 cases of olibanum, 1 case of cowries, 152 crates of terra japonica, 23 cases of rhubarb, 50 chests of tea, 31 kegs of aloes, 150 cases of cassia lignea, 19 cases of benjamin, 698 bales of cotton, 3 cases of shawls, 18 chests of coral shells, 150 chests of cassia lignea, 25 chests of camphor, and several bundles of coir yarn.

The *Neptune*, of London, from Madras, 50 men, 645 tons; discharged 1620 bales of cotton, 826 chests of indigo, 3374 bags of rice, 768 bags of sugar, 507 bags of turmeric, 50 bags of soap nuts, 37 bales of hides, 8 trunks of piece goods, 26 trunks of handkerchiefs, 5 boxes of camphor, 5106 pieces of redwood, 50 bales of cotton, 37 bags of cardamoms, 18 bags of coffee, 2 bags of cloves, 1 box of cinnamon, and 10 bales of piece goods.

The *Castle Eden*, of London, from Canton and Hong Kong, 52 men, 930 tons; discharged 9964 chests, 3338 half chests, and 1003 boxes of tea, 400 boxes of dried ginger, 30 hogsheads of soy, 124 bales of silks, 12 cases of China ware, 1 case of silks, 110 bundles of 30,000 partridge canes, 7000 bamboo canes, 3 pipes of Madeira wine returned, and 54 cases of wine.

The *Claudine*, of London, from Calcutta, Madras, and Moonsoorcottah, 25 men, 452 tons; discharged 60 bags of sugar, 52 butts, and 96 hogsheads of molasses, 1722 bags of sugar, 200 casks of tamarinds, 1000 bundles of rattans, 1998 buffalo horns, 975 bags of saltpetre, 16 bales of hides, 180 bags and 399 packets of turmeric, 995 bags of rice, 270 bales of jute, 200 bales of hemp, 23 hogsheads of tallow, 953 bags of mustard seed, 25 bags of cubebs, 36 bundles of cow hides, 4 butts of wine. From Madras, 200 chests of indigo, 12 bags of magnesia cement, 2 packets of mats, 14 trunks of handkerchiefs, and 5 bales of blue sallampores.

The *Jim Crow*, of London, from Algoa Bay, 9 men, 180 tons; discharged 554 bales of wool, 1 bundle, 7 tusks, 1 ball of ivory, 2 cases of ostrich feathers, 4 boxes of merchandise, 793 bundles of wet hides, 1298 bundles of dry hides, 69 bags of gum, 5 cases of aloes, 15 cases of gum, 2500 horns, 2 cases, 1 cask, and 10 bundles of old copper, 1 cask, 5 skins, and 9 bundles of skins.

The *Childe Harold*, of London, from Bombay, Cochin, and Calicut, 35 men, 463 tons; discharged 100 bags of sugar, 1095 bales and 1 half bale of cotton, 23 bales and 1 half bale of wool, 72 bales and 1 half bale of hemp, 48 pieces of elephants' teeth, 12 bundles of bulbs, 6 boxes of treasure, 4 cases of chawls, 29 pieces of ivory, 88 cases of olibanum, 2 cases of animi gum, 32 cases of cowries, 18 cases of asafetida, 5220 buffalo horns, 259 bags of pepper, 2 boxes of gamboge, 727 coils of coir rope, 2 boxes of shells, 300 bags of myrabolanes, 705 bags of linseed, 302 bags of castor seed, 1 box of cheroots, 435 bags of cowries, a quantity of sapan wood; from Cochin, 110 boxes and 305 bags of ginger, 1 box of croton oil, 4 bundles of merchandise; from Calicut, 5 boxes of croton, 1 box of lemon grass oil, and 708 bags of ginger.

The *Queen Victoria*, of London, from Singapore and the Cape of Good Hope, 23 men, 634 tons; discharged 130 bundles, 1444 slabs, and 113 boxes of tin, 436 bags of sugar, 2419 baskets of gambier, 3175 bundles of canes, 45 cakes of gum, 1682 hides, 268 bags of pepper, 3 cases of mace, 3 cases of nutmegs, 88 boxes and 15 cases of tortoiseshell, 5 packages of tea, 6980 bundles of rattans, 27 cases of shells, 17 cases of gum copal, 1 case of birds of paradise, a quantity of sapan wood, 176 slabs of tin, 2876 bundles of rattans, 632 boxes of camphor, 12 cases of merchandise, 9 cases of gamboge, 2 cases of musk, 13 cases of spices, 399 bundles of canes, 4 trunks of sun-

dries, 214 bags of pepper, 18 boxes of indigo; from the Cape of Good Hope, 55 pipes and 9 half pipes of rum wine, 5 casks of tallow, and 101 bales of wool.

The *Symmetry*, of Kirkaldy, from Port Adelaide, 20 men, 407 tons; discharged 1217 bales of wool, 116 bundles of whalebone, 7 casks of oil, 23 tons of lead, 87 tons of copper ore, 289 bags and 40 casks of wheat, 13 tons of bark, 1196 horns, 1 cask of nut galls, 10 casks of tallow, and 2 cases and 9 casks of gum.

The *Dona Carmelda*, of Mauritius, from Mauritius, 17 men, 286 tons; discharged 3885 bags and 17 cases of sugar.

The *Margaret Paynter*, of Glasgow, from Manilla, 17 men, 305 tons; discharged 112 tons of sapan wood, 3017 bags of sugar, 183 baskets of mother-of-pearl shells, 419 bales of hemp, 12 boxes of cigars, 15 cases of bread, 13 baskets of rosin, and 1 case of tortoiseshell.

The *Thomas Lowry*, of Liverpool, from Sydney, 21 men, 409 tons; discharged 1521 bales of wool, 32 cases of arrowroot, 598 casks of tallow, 5210 ox and 1 cow hides, 50 tanned hides, 46 casks of whale oil, 2 bundles of pelts, 2 casks of head matter, 40 tons of manganese, 2 cases of essential oils, 167 bundles of whalebone, 4418 ox horns, 40,200 ox hoofs, and 21,000 bones.

The *Ganga*, of Whitehaven, from Siam and Singapore, 13 men, 277 tons; discharged a quantity of buffalo and deer horns, 278 bales of hides, 2324 buffalo hides, 53 cases of benjamin, 9 cases of gamboge, 160 bags of sticklac, 351 slabs of tin, 134 bags of sugar, 95 cases of tallow, and a quantity of sapan wood. From Singapore—805 bags of sago flour.

The *Jessie*, of Banff, from the Cape of Good Hope and Ceylon, 11 men, 301 tons; discharged 1 box of gold specie, 33 pipes, 30 hogsheads, and 38 butts of oil, 8 butts, 7 pipes, and 30 hogsheads of oil, 89 bags of coffee, 405 bales, 19 cases, and 7 parcels of cinnamon, 354 lbs. of pepper, 2980 bags of coffee, 264 boxes of plumbago, 9510 deer horns, 3000 pieces of junk, 1 case of croton oil, 461 pieces of sapan wood, 3000 coker-nuts, and 1 log of ebony.

The *Helwellyn*, of Whitehaven, from Batavia and Singapore, 14 men, 240 tons; discharged 73 baskets of hide cuttings, 762 baskets of sugar, 131 bags of rice, and 650 bundles of rattans. From Singapore—611 slabs of tin, 49 boxes of sago flour, 318 bundles of rattans, 922 baskets of gambier, 161 boxes of tea, and 9 bundles of Malacca canes.

The *Bella Marina*, of Liverpool, from Wellington, New Zealand, 15 men, 564 tons; discharged 460 bundles of whalebone, 1 trunk of merchandise, 620 casks of whale oil, 17 bales of flax, a quantity of bark, 3 bales of wool, 2 casks of tallow, 1 package of rope, 19 logs of timber, 164 staves, 1500 tree-nails, 2 casks of seal skins, 18 cases of merchandise, 2 logs of timber, 6 cases of furniture, 1 case of cheese, 37 casks of whale oil, 4 bales of flax, and 126 pieces of timber.

CARGOES FROM THE WEST INDIES, DISCHARGED AT LONDON.

The *Prince Albert*, of London, from Jamaica, 20 men, 476 tons; discharged 526 hogsheads, 35 tierces, and 17 barrels of sugar, 141 puncheons of rum, and 39 tons of logwood.

The *Catherine Greene*, of London, from St. Kitt's, 16 men, 378 tons; discharged 432 hogsheads, 26 tierces, and 174 barrels of sugar, 2 hogsheads and 94 puncheons of rum, 49 puncheons and 10 tanks of molasses, 9 barrels of toils le mois, 1400 horns, and 21 hides.

The *Marys*, of London, from Berbice, 10 men, 209 tons; discharged 261 hogsheads, 13 tierces, and 76 barrels of sugar, 25 puncheons of rum, 30 bales of cotton, and 1 barrel of fish glue.

The *William and Alfred*, of London, from Antigua, 16 men, 337 tons; discharged 378 hogsheads, 22 tierces, and 89 barrels of sugar, 5 hogsheads of rum, 294 puncheons of molasses, and 11 pieces of rosewood.

The *Medora*, of London, from Grenada, 13 men, 235 tons; discharged 306 hogsheads, 63 tierces, and 64 barrels of sugar, 36 puncheons and 1 quarter cask of rum, and 11 bags of cocoa.

The *James*, of Liverpool, from Trinidad, 13 men, 216 tons ; discharged 230 hogsheads and 23 tierces of sugar, 50 puncheons and 4 barrels of molasses, 48 bags of cocoa, 41 hides, and 654 horns.

The *Charles*, of London, from Tobago, 17 men, 334 tons ; discharged 386 hogsheads, 16½ tierces, and 19 barrels of sugar, and 121 puncheons and 2 hogsheads of rum.

The *Arabian*, of London, from Demerara, 18 men, 391 tons ; discharged 451 hogsheads of sugar, 96 puncheons and 41 hogsheads of rum, and 12 tierces of coffee.

The *Peter Senn*, of London, from Iquique and Arica, 11 men, 194 tons ; discharged 2967 bags of saltpetre, 200 bales of wool, 20 serons of bark, 10 tons of Nicaragua wood, and 12 hides.

The *Nerio*, of Sunderland, from Buenos Ayres, 13 men, 388 tons ; discharged 5326 salted hides, 656 salted calf skins, 353 boxes, 80 serons, and 383 casks of tallow, 77 bales of horse hair, 6 bales of horse hides, a quantity of bones, 1 bale of sheep skins, 19,914 ox and cow horns, 34 bags of wool, and 2 casks of pumpings.

The *Saint George*, of London, from St. Vincent's, 19 men, 388 tons ; discharged 9 barrels of cocoa, 547 hogsheads of sugar, 157 puncheons of molasses, 45 puncheons of rum, 175 barrels, 88 tins, and 30 boxes of arrowroot, and 1 barrel of sugar.

ARRIVALS AT BRISTOL.—Timber laden ships and vessels from various parts of the world still continue to arrive at this port. The following among the number :—

The *Elizabeth*, of Bristol, from Jamaica, 22 men, 445 tons ; discharged 520 hogsheads, 55 tierces, and 10 barrels of sugar, 188 puncheons and 2 hogsheads of rum, 60 bags of pimento, 1 barrel of coffee, 12 tons of logwood, 250 lancewood spars, 1 barrel and 80 hogsheads of ginger, and 2 tons of fustic.

The *Woodpecker*, of Bristol, from Cuba, 10 men, 216 tons ; discharged 108 logs of mahogany, 1931 lancewood spars, 86 logs of cedar, 3 serons of wax, 25½ tons of fustic, 5¼ tons of espino wood, 2916 coker-nuts, 2 cases of cigars, and 260 barrels of palm leaf.

CARGOES ARRIVED AT LIVERPOOL.

The following selection of cargoes discharged at Liverpool in 1845, will illustrate the variety of articles which constitute the imports from different parts of the world, viz. :—

The *Eagle*, of London, from Canton, 17 men, 388 tons ; discharged 7959 packages of tea, and 3 cases of lacquered ware.

The *Lord Seaton*, of Belfast, Ireland, from New Orleans, 25 men, 730 tons ; discharged 18 hogsheads and 52 barrels of tallow, 75 tierces of beef, 1198 pieces of fustic, 500 bundles of hides, 100 boxes of cheese, 69 tierces of pork, and 2115 bales of cotton.

The *Independence*, of Belfast, Ireland, from New Orleans, 22 men, 693 tons ; discharged 1942 bales of cotton.

The *Envoy*, of Greenock, from New Orleans, 22 men, 746 tons ; discharged 2223 bales of cotton.

The *Britannia*, of St. Andrew's, New Brunswick, from Savannah, 16 men, 609 tons ; discharged 1562 bales of cotton.

The *Sesostris*, of Glasgow, from Savannah, 19 men, 606 tons ; discharged 2642 bales of cotton, and 9000 cane reeds.

The *Acadia*, of Liverpool, from Savannah, 801 tons ; discharged 2232 bales of cotton.

The *Harmony*, of St. John's, New Brunswick, from Mobile, 27 men, 832 tons ; discharged 2570 bales of cotton.

From the United States of America.—The *Shakspeare*, of New York, from New York, 21 men, 749 tons ; discharged at Liverpool 1346 bales of cotton, 1443 barrels of turpentine, 100 barrels of beef, 170 barrels of ship bread, 9 casks of sperm oil, 13 casks and 2 boxes of merchandise.

The *Sea*, of New York, from New York, 23 men, 800 tons ; discharged 1510 barrels of turpentine, 1203 bales of cotton, 2370 kegs of lard, 100 barrels of pork, 63 tierces

of beef, 41 packages of tallow and grease, 517 casks and 957 boxes of cheese, 50 barrels of apples, 78 tierces of clover-seed, and 39 boxes of various merchandise.

The *Oxford*, of New York, from New York, 23 men, 707 tons; discharged 1087 bales of cotton, 24 casks of sperm oil, 28 cases and 13 boxes of clocks, 4 cases and 10 boxes of clock weights, 415 barrels of copper ore, 88 firkins of grease and butter, 275 salted wet hides, 3600 staves, 13 barrels, 1 tierce, and 1 case of bees'-wax, 335 barrels of turpentine, 46 bundles of hoop iron, and 13 packages of various merchandise.

The *Concordia*, of Boston, from Boston, 20 men, 641 tons; discharged 524 bales of cotton, 200 barrels of turpentine, 2 bales of wool, 128 tons of logwood, 50 barrels of apples, 46 hogsheads of tallow, and 90 casks of seed.

The *Corsair*, of Halifax, Nova Scotia, 18 men, 476 tons; discharged 1713 bales of cotton.

The *Granada*, of Boston, from Charleston, 19 men, 592 tons; discharged 2217 bales of cotton, and 2 barrels of cotton seed.

The *Nonantune*, of Boston, 20 men, 735 tons; discharged 2349 bales of cotton, and 100 barrels of beef.

Among the other goods imported by the numerous ships in the carrying trade from New York to Liverpool, we find pitch, rosin, varnish, hides, tobacco, flour, &c.

The *Leonidas*, of Warren, Mississippi, from Natchez, 20 men, 690 tons; discharged 2147 bales of cotton.

The *Chatham*, of Boston, from New Orleans, 14 men, 424 tons; discharged 1674 bales of cotton.

The *Birmingham*, of Bath, United States, 15 men, 551 tons; discharged 1921 bales of cotton.

The *Queen of the Ocean*, of Liverpool, from Mobile, 34 men, 1196 tons; discharged 3748 bales of cotton.

The *Springfield*, of Alloa, from New Orleans, 18 men, 547 tons; discharged 1707 bales of cotton, 3 boxes of sundries, 50 barrels of pork, and 50 barrels of beef.

The *Sapphiras*, of Cork, from New Orleans, 19 men, 714 tons; discharged 2117 bales of cotton.

The *Caledonia*, of Liverpool, from New Orleans, 22 men, 789 tons; discharged 2353 bales of cotton.

The *Coronet*, of St. Andrews, from New Orleans, 24 men, 870 tons; discharged 2576 bales of cotton.

The *Henrietta*, of London, from New Orleans, 22 men, 560 tons; discharged 1510 bales of cotton.

The *Saranah*, of Philadelphia, from Philadelphia, 28 men, 816 tons; discharged 119 bales of cotton, 2112 barrels of turpentine, 1312 barrels of apples, 93 casks, 64 hogsheads, 1 tierce, 97 barrels of tallow, 14 hogsheads of quercitron bark, 420 hides, 21 packages, contents unknown, 43 tons of clover-seed, 29 casks of cheese, 18 barrels of copper ore, and 865 boxes of cheese.

The *Queen of the West*, of New York, from New York, 35 men 1334 tons; discharged the following cargo at Liverpool, in February, 1845: 1557 bales of cotton wool, 2675 barrels of turpentine, 152 tierces of beef, 86 barrels of pork, 100 barrels of bread, 170 barrels of apples, 20 kegs of butter, 30 barrels of lard, 95 tierces, 76 bags, and 31 hogsheads of clover-seed, 311 salted hides, 4 barrels of jewellers' sweeps, 8 tons of lead, 4 cases and 1 barrel of merchandise.

The *Sheridan*, of New York, from New York, 35 men, 980 tons; discharged the same month at Liverpool, 655 bales of cotton, 619 tierces, 9 half tierces, and 47 hogsheads of clover-seed, 12 barrels of grass-seed, 1237 tierces of flax-seed, 21 hogsheads and 25 kegs of tobacco, 9 casks of oil, 25 barrels of pot ashes, 8 casks of chains, 2 boxes and 15 tierces of merchandise, 7900 bushels of Indian corn, 100 tierces of beef, 50 barrels of pork, 27 barrels of flour, and 75 barrels of apples.

The *Parthenon*, of Boston, from New Orleans, 16 men, 582 tons; discharged 1882 bales of cotton, and 14 barrels of tallow.

The *Rochester*, of Bath, United States, from New Orleans, 17 men, 563 tons; discharged 1846 bales of cotton, and 51 bales of hemp.

The *Hope*, of Duxbury, from New Orleans, 22 men, 880 tons; discharged 3038 bales of cotton, and 52 bundles of leather.

The *Joshua Bates*, of Boston, from Boston, 21 men, 593 tons; discharged 614 bales of cotton, 60 barrels of pork, 300 sides and 10 bundles of leather, 145 sticks of cedar, 61½ tons of logwood, 400 boxes of soap, 70 hogsheads of tallow, 25 bundles of chains, 8 casks of horn tips, and 50 hogsheads of tobacco.

The *Thomas P. Cope*, of Philadelphia, from Philadelphia, 25 men, 850 tons; discharged 2281 barrels of rosin, 132 hogsheads of bark, 15 barrels of chrome ore, 93 barrels of seed, 180 hides, 18 hogsheads and 1 tierce of clover-seed, 50 hogsheads of quercitron bark, 333 bags of Indian corn, 15 casks of ore, 200 boxes of glass, 182 bales of cotton, 21 bales of wool, 64 kegs of butter, 18 casks of tobacco, 29 casks of merchandise, 19 bundles of leather, 4 boxes of clocks, 1½ boxes of clocks and weights, and 52 barrels of sperm oil.

The *John Muc Vicar*, of Liverpool, from Calcutta, 29 men, 648 tons; discharged 2328 bags of sugar, 2413 bags of rice, 158 chests and 6 boxes of indigo, 300 bags of horn shavings, 498 bags of saltpetre, 164 puncheons of rum, 1461 bags of turmeric, 1068 pieces of sapan wood, 50 boxes and 179 chests of shellac, 4 bales of calf skins, 2 bales of cow hides, 400 bales of jute, 400 sacks of linseed, and 1 hogshead of wine.

The *Thomas Mellor*, of Liverpool, from Calcutta, 14 men, 257 tons; discharged 1646 bags of sugar, 507 bags of saltpetre, 475 bags of cowries, 400 sacks and 5000 pockets of linseed, 7000 buffalo horns, 87 cases of castor oil, 17 chests of gum benjamin, and 325 bales of jute.

The *Mary Hartley*, of Liverpool, from Calcutta, 16 men, 408 tons; discharged 1448 bags of sugar, 893 bags and 1000 pockets of rice, 675 bales of jute, 27 boxes of lac dye, 19 bales of safflower, 1549 bags of saltpetre, 50 chests of shellac, 13 bales of senna leaves, 17 chests of indigo, 4 cases of arrowroot, 193 cases of cowries, and 2 cases of preserves.

The *Harvest Home*, of Liverpool, from Calcutta, 13 men, 458 tons; discharged 449 bags of saltpetre, 226 bags of sugar, 5149 bags of rice, 9 casks of tallow, 45 cases of castor oil, 180 bales of jute, and 5 boxes of arrowroot.

The *Australia*, of London, from Bombay, 38 men, 935 tons; discharged 2784 bales of cotton, 540 bales of wool, 24 cases of gum arabic, 50 frazils of coffee, 2 chests of tea, 130 bales of munjeet, 6530 pieces of sapan wood, 140 bundles of deer horns, 9 cases of cinnamon oil, 962 bags of pepper, 50 frazils, 21 barrels, and 20 bags of coffee, 22 cases of mother-of-pearl shells, 1350 coils of rope, 10 bundles of hemp, 37 pieces of ordnance, 797 bags of linseed, 109 bags and several barrels of munjeet, 61 pieces of ivory, 350 pieces of sandal wood, 16 cases of gum arabic, and 19 cases of asafætida.

The *Camillus*, of Liverpool, from Malabar coast and Ceylon, 21 men, 613 tons; discharged 208 bales of cow, 21 bales of buffalo, and 19½ wet hides, 6 bales of goat skins, 1 cask and 1 case of hides, 900 hogsheads of cocoa nut oil, 13,127 buffalo and 1690 deer horns, 76 cases of ginger, 3125 pieces and 23 tons of sapan wood, 18 elephants' teeth, 8924 pieces of coir junk, 1437 bags of pepper, 4 cases and 2 half cases of arrowroot, 3273 bags of coffee, 20 bales of hides, 109 bales and 1 parcel of cinnamon, and 7 tons of deer horns.

The *Boyne*, of Newcastle, from Alexandria, Egypt, 9 men, 239 tons; discharged 2169 bales of cotton.

The *Mary*, of Liverpool, from Old Calabar, 19 men, 296 tons; discharged 865 casks of palm oil, 18 pieces of ebony, and 4 pieces of ivory.

The *Miracle*, of Liverpool, from Ichaboe, 37 men, 626 tons; discharged 850 tons of guano.

The *Hushisson*, of Liverpool, from Africa, 19 men, 388 tons; discharged 1100 casks of palm oil.

The *Hawkhill*, of Kincardine, from Alexandria, 10 men, 179 tons; discharged 946 bales of flax, and 129 bales of cordilla.

The *Stipula*, of Exeter, from Smyrna, 7 men, 143 tons; discharged 77 sacks of camarina, 40 tons of emery stone, 80 drums of fruit, 134 barrels of madder roots, 35 casks,

87 cases, 150 boxes, and 1180 drums of raisins, 2102 pieces of boxwood, and 25 sacks of yellow berries.

The *Isabella Cooper* of Greenock, from Calcutta, 22 men, 371 tons; discharged 1427 bags of sugar, 4178 bags and 496 pockets of rice, 150 bales of jute, 162 bags of horn tips, 113 bales of raw silk, 13 cases of silk goods, 150 cases of castor oil, 7 bales of sheep's wool, 207 bags of horn shavings, 135 boxes of shellac, 100 puncheons of rum, 500 packets of linseed, and 500 packets of turmeric.

The *John Patchett*, of Liverpool, from Madras, 8 men, 264 tons; discharged 611 bales of cotton, 283 chests of indigo, 1384 pieces of redwood, 1700 bags of rice, 7 chests of bees'-wax, 87 bags of turmeric, 1 bale of sheep skins, 502 bags of sugar, 40 bags of linseed, 25 bags of mustard, and 5000 buffalo horns.

The *Edward Robinson*, of London, from Whampon, 15 men, 300 tons; discharged 4444 chests and 1202 half chests of tea, 9 catry boxes, and 20 cases of silk piece goods.

The *St. Lawrence*, of Liverpool, from Singapore, 28 men, 816 tons; discharged 1484 bags of black and 44 bags of white pepper, 433 slabs of tin, 34 tons of sapan wood, 227 buffalo hides, 4703 bags and 661 baskets of gambier, 2748 bags of sago flour, 692 boxes of mother-o'-pearl shells, 62 cases and 62 boxes of gum, 967 bags of coffee, 188 bundles of Malacca cane, 26 cases and 5 boxes of tortoise-shell, 56 bags of buffalo horns, 10,396 bundles of rattans, 47 boxes of China camphor, 644 boxes of cassia, 26 bundles of canes, and 46 boxes of damar.

The *Earl of Lonsdale*, of Whitehaven, from Mauritius, 17 men, 350 tons; discharged 7141 bags of sugar, and 4500 tree-nails.

The *Coquette*, of London, from Cape Town, 9 men, 195 tons; discharged 160 pipes, 47 half pipes, 2 casks, and half-aum of wine, 132 bales of wool, and 770 bags of rice.

The *Mazeppa*, of Port Elizabeth, from Algoa Bay, 10 men, 96 tons; discharged 76 bundles of 320 hides, 3 bundles and 1 bag of sheet copper, 18 casks of tallow, 6 bags of copper bolts, 16 pieces of rudder bands, 1599 horns, and 131 bales of wool.

The *Memphis*, of New York, from Mobile, 23 men, 800 tons; discharged 2200 bales of cotton.

The *Rosalind*, of Liverpool, from Mobile, 20 men, 780 tons; discharged 2309 bales of cotton.

The *Denora*, of New York, from St. Mark's, 14 men, 359 tons; discharged 1045 bales of cotton.

The following are among the cargoes from British North America which have been discharged at Liverpool in 1845:—

Among the other arrivals at the port of Liverpool from British North America, during the first six months of the year 1845 (the most unfavourable half year), were the following. The *Themis*, of St. John's, New Brunswick, from St. John's, 1004 tons, 30 men; the *Schoodiac*, 1004 tons, 30 men; the *Queen of the Ocean*, of Liverpool, 1196 tons, 34 men; the *Indus*, of Glasgow, from New Brunswick, 832 tons, 26 men; the *Anne*, of Montreal, from Montreal, 435 tons, 16 men; the *Manchester*, of Quebec, from Quebec, 824 tons, 25 men; the *Calcutta*, of Liverpool, from Quebec, 700 tons, 22 men; the *Cromwell*, of Quebec, 1096 tons, 29 men; the *Princess Royal*, of St. John's, New Brunswick, 1109 tons, 34 men. Vessels, bringing flour, potashes, &c. range from 200 to 400 tons. The few arrivals stated above, are merely illustrative of the tonnage of the vessels employed in the timber trade.

The *Themis*, of St. John's, New Brunswick, from St. John's, New Brunswick, 30 men, 1004 tons; discharged 126 pieces of birch, 660 pieces of pine, 42 pieces of spruce timber, 3400 staves, 20 casks of palm oil; 35 tons of camwood, 4218 deals, 100 rickers, 2 boxes and 1 case of furs, 6 pair of moose horns, and 2 pair of cariboo horns.

The *Schoodiac*, of St. Andrew's, New Brunswick, from St. Stephen's, New Brunswick, 30 men, 1004 tons; discharged 16,123 pieces of deals, 131 pieces of deal ends, 718 pieces of plank, 275 pieces of boards, 860 pieces of scantling, 67 pieces of timber, 20 cords of lathwood, 1780 pickets, and 5 pieces of cedar.

The *Mary*, of Yarmouth, Nova Scotia, from St. Andrew's, New Brunswick, 13 men, 416 tons; discharged 370 pieces of deals, 103 pieces of fustic, and 9139 pieces of deals, ends, and battens.

The *Asia*, of Liverpool, from Richibucto, 11 men, 303 tons ; discharged 331 pieces of pine, 359 pieces of birch timber, and 17 cords of lathwood.

The *Mary Lyall*, of Prince Edward's Island, from Prince Edward's Island, 9 men, 255 tons ; discharged 429 pieces of hardwood, 2260 pieces of deals and deal ends, 77 pieces of hardwood plank, and 8 fathoms of lathwood.

The *Kingalock*, of St. John's, Newfoundland, from St. John's, Newfoundland, 9 men, 143 tons ; discharged 216 casks of seal oil and 20 casks of cod oil, 98 casks of blubber, 2764 seal skins, 50 barrels of herrings, 50 boxes of cod-fish, 1 case of wine, and 66 cases of old junk.

The *D'Auvergne*, of Jersey, from Honduras, 21 men, 440 tons ; discharged 280 logs of mahogany, 109½ tons of logwood, and 11,800 cocoa nuts.

The *Ben Nevis*, of Liverpool, from Quebec, 30 men, 955 tons ; discharged 873 pieces of timber, 857 pieces of deals, 6000 pieces of staves, and 38 cords of lathwood.

The *Pekin*, of Glasgow, from Quebec, 27 men, 68 tons ; discharged 11 cords of staves, 49 cords of deals, battens, and deal ends, and 682 pieces of timber.

The *Bridgetown*, of Cork, from Quebec, 18 men, 667 tons ; discharged 124 pieces of red and 501 pieces of white pine, 12 pieces of ash and 57 pieces of elm timber, 4885 pieces of standard and 4947 pieces of West India white old staves, and 1735 pieces of deals.

The *Safeguard*, of Liverpool, from Montreal, 13 men, 290 tons ; discharged 250 barrels of pearl and 300 barrels of pot ashes, 1466 barrels of flour, 300 pieces of deals, 2840 staves, and 3050 minots of peas.

The *Aqua-Marine*, of Liverpool, from Montreal and Quebec, 24 men, 513 tons ; discharged 487 barrels of pot and 120 barrels of pearl ashes, 1000 barrels of flour, 47 kegs of butter, 296 pieces of plank, 2400 pieces of staves, 98 barrels of flour, and 568 pieces of walnut timber ; from Quebec, 2594 barrels of flour, 9 barrels of pot and 14 barrels of pearl ashes, and 1200 pieces of staves.

The *Glance*, of Leith, from Montreal, 7 men, 114 tons ; discharged 1151 barrels of flour, and 1265 staves.

The *Rainbow*, of Southampton, from Quebec, Rocheforte, and Charente, 18 men, 547 tons ; discharged 111 puncheons, 1286 hogsheads, 492 small casks, and 1275 cases of brandy, and 21 cases of paper ; from Quebec, 21 cords of lathwood, 1300 deals, and 1314 standard staves.

The *Rocksburg*, of Liverpool, from Quebec, 563 tons ; discharged at Liverpool 371 barrels of pot ashes, 79 barrels of pearl ashes, 6074 bushels of peas, 132 barrels of beef, 22 barrels of pork, 98 kegs of butter, 12 kegs of lard, 11,620 deals, and 8950 staves.

The *Palmerston*, of Liverpool, from Montreal, 251 tons ; discharged 331 barrels of pot ashes, 187 barrels of pearl ashes, 523 kegs of butter, 30 barrels of pork, 6 hogsheads of potters' clay, 454 barrels of flour, 240 handspikes, 2500 staves, and 9 barrels of apples.

The *Indus*, of Glasgow, from Quebec, 27 men, 822 tons ; discharged 819 pieces of timber, 7071 pieces of staves, 700 pieces of deals and deal ends, and 6 fathoms of lathwood.

The *Scotland*, of Quebec, from Quebec, 28 men, 1079 tons ; discharged 753 pieces of timber, 1139 deals, and 15,639 staves.

The *Defence*, of Liverpool, from Quebec, 22 men, 608 tons ; discharged 608 pieces of timber, 2000 staves, 18 cords of lathwood, and 150 barrels of flour.

The *Lady Milton*, of Liverpool, from Quebec, 25 men, 636 tons ; discharged 503 pieces of timber, 1225 pieces of deals, 6800 pieces of staves, and 12 cords of lathwood.

From the *British West Indies* there arrived, among many other vessels with cargoes, at Liverpool :—

The *Sandwich*, of Liverpool, from Demerara, 435 tons, 27 men ; discharged 298 hogsheads, 3 tierces, and 51 barrels of sugar, 324 puncheons, 159 hogsheads, and 144 barrels of rum, 11,000 coker-nuts, 45 casks of molasses, 4 hogsheads and 8 quarter casks of wine, and 122 hides.

The *Glen Huntley*, of Greenock, from Jamaica, 21 men, 505 tons; discharged 467 hogsheads and 84 tons of sugar, 92 puncheons of rum, 168 barrels, 15 casks, and 3 bags of ginger, 35 tons of logwood, 24 tons of fustic, 6 tons of ebony, and 5 half-barrels of coffee.

The *Salopian*, of Liverpool, 289 tons, 15 men; discharged 477 tierces, 35 barrels, and 196 bags of coffee, 10 barrels and 144 tins of arrowroot, 2 barrels of ginger, 5 barrels and 4 boxes of wax, 7 packages of sausages, 83 bales of cotton, 59 tons of log wood, 2 barrels of sugar, and 7 serons of Indigo.

The *Lydia*, of Liverpool, from Antigua, 23 men, 447 tons; discharged 483 hogsheads, 6 tierces, and 1 barrel of sugar, 22 puncheons of rum, and 235 puncheons of molasses.

The *John Peat*, of Liverpool, from Manzanilla de Cuba, 10 men, 207 tons; discharged 5 barrels and 2 casks of sugar, 2042 lancewood spars, 30 tons of granadilla wood, 2 tons of lignum vitæ, 21 pieces of cedar wood, 14 pieces of mahogany, and 600 bales of palm leaf.

The *Rival*, of Liverpool, from Maranham, 15 men, 403 tons; discharged 1863 bags of cotton, 6 casks and 7 cases of isinglass, 5000 ox horns, 190 green hides, 17 cases of isinglass, and 54 barrels of balsam.

The *Lee*, of Workington, from 'Miragoane, St. Domingo, 12 men, 252 tons; discharged 250 tons of logwood, and 54 bags of coffee.

The *Neptunus*, of Denmark, from Cobija, 11 men, 300 tons; discharged 320 tons of guano.

The *Meteor*, of Liverpool, from Tampico, 7 men, 99 tons; discharged 60 tons of fustic, and 342 pieces and 28 boxes of machinery, returned.

The *Camilla*, of London, from Buenos Ayres, 14 men, 283 tons; discharged 8515 salted ox and cow hides, 120 casks of tallow, 20 bales of hair, 1 barrel of nutria skins, 15 tons of ox horns, 219 bales and 120 bags of wool, and 2 bales of sheep skins.

The *Irlam*, of Liverpool from Madeira and Barbadoes, 15 men, 279 tons; discharged 363 hogsheads of sugar, 250 hides, and 1 hogshead and 1 quarter cask of wine. At Madeira, 10 pipes, 15 hogsheads, and 8 quarter casks of wine.

The *Nautilus*, of Liverpool, from Valparaiso, 12 men, 240 tons; discharged 262 quintals of regulus, 64 quintals of ratalia, 6050 quintals of copper ore, 149 bags of silver ore, 25 bales of wool, and 233 quintals of Brazil wood.

The *Vera*, of Dundee, from Valparaiso, 8 men, 186 tons; discharged 15 bars and 3 boxes of silver, 138 bales of wool, 50 bags of gum, 95 casks of oil, 291 bags of copper ore, 106 bags of copper regulus, 9 tons of Nicaragua wood, 23 tons of copper regulus, 41 casks of oil, and 1340 bags of silver ore.

The *Nightingale*, of Liverpool, from Pernambuco, 14 men, 263 tons; discharged 150 barrels of sugar, 24 bags of wax, 872 bags of cotton, 896 dry salted hides, 2 barrels of isinglass, 50 tons of Brazil wood, 2500 coker nuts, 59 bags of guano, 100 cases of sugar, 12 barrels and 210 bags of wax.

The *Pickwick*, of Liverpool, from Islay, 17 men, 386 tons; discharged 2 bales of wool, 419 bales of alpaca, 43 bales of llama, 39 bales of vicuna, 792 bales of sheep's and 36 bales of vicuna skins, 425 bars of tin, 5986 bags of cubic nitre, 21 dry hides, 100 sheep skins, 4 cases, contents unknown, and 214 bales of bark.

Many of the timber-carrying ships are during winter employed in the cotton trade with the United States. The *Liverpool* and *Glasgow* trade with India and China is carried on by ships of from 300 to 800 tons; with the *West Indies*, by vessels of from 180 to 500 tons; by *South America*, by vessels of from 150 to 300 and 400 tons; the size depending greatly on the depth of water in the ports in South America and the West Indies, to which vessels proceed with and for cargoes.

CHAPTER XXXII.

TARIFF AND CUSTOMS' LAW OF THE UNITED STATES, PASSED AT THE SECOND SESSIONS OF THE TWENTY-SEVENTH CONGRESS (1842).

SECTION I.—Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That from and after the passage of this act in lieu of the duties heretofore imposed by law on the articles hereafter mentioned, and on such as may now be exempt from duty, there shall be levied, collected, and paid, the following duties, that is to say:—

1st.—On coarse wool unmanufactured, the value whereof at the last port or place whence exported to the United States, shall be seven cents, or under per pound, there shall be levied a duty of five per centum *ad valorem*; and on all other unmanufactured wool, there shall be levied a duty of three cents per pound, and thirty per centum *ad valorem*: Provided, That when wool of different qualities of the same kind or sort, is imported in the same bale, bag, or package, and the aggregate value of the contents of the bale, bag, or package, shall be appraised by the appraisers, at a rate exceeding seven cents per pound, it shall be charged with a duty in conformity with such appraisal: Provided further, That when wool of different qualities, and different kinds or sorts, is imported in the same bale, bag, or package, the contents of the bale, bag, or package, shall be appraised at the value of the finest or most valuable kind or sort, and a duty charged thereon accordingly: Provided further, That if bales of different qualities are embraced in the same invoice, at the same price, the value of the whole shall be appraised according to the value of the bale of the best quality: Provided further, That if any wool be imported having in it dirt, or any material or impurities, other than those naturally belonging to the fleece, and thus be reduced in value to seven cents per pound or under, the appraisers shall appraise the said wool at such a price as, in their opinion, it would have cost had it not been mixed with such dirt or impurities, and a duty shall be charged thereon in conformity to such appraisal: Provided also, That wool imported on the skin shall be estimated as to weight and value as other wool.

SECTIONS II., V., VI., VIII., and IX., enumerate the various duties, payable on the several articles in the annexed table.

SECTION III.—And be it further enacted, That, from and after the passage of this act, there shall be levied, collected, and paid on the importation of the articles hereinafter mentioned, the following duties, that is to say:—

1st.—On all manufactures of silk not otherwise specified, except bolting cloths, two dollars and fifty cents per pound of sixteen ounces; on silk bolting cloths, twenty per centum *ad valorem*. Provided, That if any silk manufacture shall be mixed with gold or silver, or other metal, it shall pay a duty of thirty per centum *ad valorem*.

SECTION III., clause 3rd.—On cotton bagging, four cents per square yard or any other manufacture not otherwise specified, suitable for the uses to which cotton bagging is applied, whether composed in whole or in part of hemp or flax, or any other material, or imported under the designation of gunny cloth, or any other appellation, and without regard to the weight or width, a duty of five cents per square yard.

SECTION IV.—And be it further enacted, That, from and after the passage of this act, there shall be levied, collected, and paid, on the importation of the articles hereinafter mentioned, the following duties, that is to say:—

1st.—On iron in bars or bolts, not manufactured in whole or in part by rolling, seventeen dollars per ton; on bar or bolt iron, made wholly or in part by rolling, twenty-five dollars per ton. Provided, That all iron in slabs, blooms, loops, or other form, less finished than iron in bars or bolts, and more advanced than pig iron, except castings, shall be rated as iron in bars or bolt, and pay a duty accordingly. Provided also, That iron, imported prior to the 3rd day of March, 1843, in bars or otherwise, for railways and inclined planes, shall be entitled to the benefits of the provisions of existing laws, exempting it from the payment of duty on proof of its having been actually and permanently laid down for use on any railway or inclined plane prior to the 3rd day of March, 1843, and all such iron imported from and after the date aforesaid, shall be subject to pay the duty on rolled iron.

SECTION VII.—And be it further enacted, That, from and after the day and year aforesaid, there shall be levied, collected, and paid, on the importation of the articles hereinafter mentioned, the following rates of duty, that is to say:—

2nd.—On all books printed in the English language, or of which English forms the text,

when bound, thirty cents per pound, when in sheets or boards, twenty cents per pound. Provided, That whenever the importer shall prove, to the satisfaction of the collector, when the goods are entered, that any such book has been printed and published abroad more than one year, and not republished in this country, or has been printed and published abroad more than five years before such importation, then, and in such case, the said books shall be admitted at one-half of the above rate of duties. Provided, That the said terms of one year and five years, shall in no case commence, or be computed at and from a day before the passing of this act; on all books printed in Latin or Greek, or in which either language forms the text, when bound, fifteen cents per pound; when unbound, thirteen cents per pound; on all books printed in Hebrew, or of which that language forms the text, when bound, ten cents per pound, and when unbound, eight cents per pound. Provided, That all books printed in foreign languages, Latin, Greek, and Hebrew excepted, shall pay a duty of five cents per volume, when bound or in boards, and when in sheets or pamphlets, fifteen cents per pound; and editions of works in the Greek, Latin, Hebrew, or English language, which have been printed forty years prior to the date of importation, shall pay a duty of five cents per volume; and all reports of legislative committees, appointed under foreign governments, shall pay a duty of five cents per volume; on polyglots, lexicons, and dictionaries, five cents per pound; on books of engravings or plates, with or without letterpress, whether bound or unbound, and on maps and charts, twenty per centum *ad valorem*.

SECTION X.—And be it further enacted, That on all articles not herein enumerated or provided for, there shall be levied, collected, and paid a duty of twenty per centum *ad valorem*.

SECTION XI.—And be it further enacted, That an addition of ten per centum shall be made to the several rates of duties by this act imposed, in respect to all goods, wares, and merchandise, on the importation of which, in American or foreign vessels, a specific discrimination between them is not herein made, which, from and after the time when this act shall take effect and go into operation, shall be imported in ships or vessels not of the United States; and that a further addition of ten per centum shall be made to the several rates of duties imposed by this act on all goods, wares, and merchandise, which shall be imported from any port or place east of the Cape of Good Hope, in foreign vessels. Provided, That these additional duties shall not apply to goods, wares, or merchandise, which shall be imported after the day that this act goes into operation, in ships or vessels not of the United States, entitled by treaty or by any act or acts of Congress, to be entered in the ports of the United States, on the payment of the same duties as shall then be paid on goods, wares, or merchandise, imported in ships or vessels of the United States.

SECTION XII.—And be it further enacted, That on and after the day this act goes into operation, the duties on all imported goods, wares, or merchandise, shall be paid in cash: Provided, That in all cases of failure or neglect to pay the duties, on completion of the entry, the said goods, wares, or merchandise, shall be taken possession of by the collector, and deposited in the public stores, there to be kept with due and reasonable care, at the charge and risk of the owner, importer, consignee, or agent; and if any such goods remain in public store beyond sixty days (except in the case of goods imported from beyond the Cape of Good Hope, remaining for the space of ninety days) without payment of the duties thereon, then said goods, wares, and merchandise, or such quantities thereof as may be deemed necessary to discharge the duties, shall be appraised and sold by the collector, at public auction, on due public notice thereof being first given, in the manner and for the time prescribed by a general regulation of the Treasury department; and at said public sale, distinct printed catalogues, descriptive of said goods, with the appraised value affixed thereto, shall be distributed among the persons at said sale; and a reasonable opportunity shall be given, before such sale, to persons desirous of purchasing, to inspect the quality of such goods; and the proceeds of said sales, after deducting the usual rate of storage at the port in question, together with all other charges and expenses, including interest on the duties from the date of entry at the rate of six per centum per annum, shall be applied to the payment of duties; and any balance of money remaining, over and above the full amount of duties, charges, and expenses and interest aforesaid, as well as such quantities of any goods, wares, or merchandise as may not have been sold for the purposes before-mentioned, shall be delivered, and the money paid over by the collector to the owner, importer, consignee, or agent, and proper receipts taken for the same:—

And provided, That if no claim be made by such owner, importer, consignee, or agent, for the portion of the goods which may remain in the hands of the collector, after such sale, the said goods shall be forthwith returned to the public stores, there to be kept at the risk and expense of the owner, importer, consignee, or agent, until claimed or sold for storage agreeably to law; and the proceeds of the sale for duties remaining unclaimed for the space of ten days after such sale, shall, after payment of duties and all expenses aforesaid, at the expiration of that period, be paid by the collector into the Treasury, in the manner provided for in the case of unclaimed goods in the next succeeding section of this act: And provided further, That when any goods are of a perishable nature, they shall be sold forthwith.

SECTION XIII.—And be it further enacted, That, previous to the sale of any unclaimed goods, the said collector shall procure an inventory and appraisement thereof to be made, and to be verified

on oath or affirmation, by two or more respectable merchants, before the said collector, and to remain with him; and said collector shall afterwards cause said goods to be advertised and sold, in the manner provided for in this act, and, after retaining the duties thereon, agreeably to inventory and appraisement, and interest and charges aforesaid, shall pay the overplus, if any there be, into the Treasury of the United States, there to remain for the use of the owner or owners, who shall upon the due proof of his, her, or their property, be entitled to receive the same; for which purpose the collector shall transmit, with the said overplus, a copy of the inventory, appraisement, and account of sales, specifying the marks, numbers, and descriptions of the packages sold, their contents, the name of the vessel and master in which and of the port or place whence they were imported, and the time when, and the name of the person or persons to whom said goods were consigned in the manifest; and the receipt or certificate of the collector shall exonerate the master or person having the charge or command of any ship or vessel in which said goods, wares, and merchandise were imported, from all claim of the owner or owners thereof: Provided, That so much of the fifty-sixth section of the general collection law of 2nd of March, 1799, which provides for the storage of unclaimed merchandise, as conflicts with the provision of this act, shall be and is hereby repealed: Provided also, That when goods are of a perishable nature, they shall be sold forthwith.

SECTION XIV.—And be it further enacted, That on and after the day this law goes into effect, there shall be allowed a drawback on foreign sugar refined in the United States, and exported therefrom, equal in amount to the duty paid on foreign sugar from which it shall be manufactured, to be ascertained under such regulations as shall be prescribed by the Secretary of the Treasury, and no more; and on spirits distilled from foreign molasses, a drawback of five cents per gallon, till the 1st day of January, 1843, when it shall be reduced one per cent per gallon; and annually, on the 1st day of January thereafter, the said drawback shall be reduced one cent per gallon, until the same shall be wholly discontinued: Provided, That this act shall not alter or repeal any law now in force regulating the exportation of sugar refined, or spirits distilled from molasses in the United States, except as to the rates of duties and drawbacks.

SECTION XV.—And be it further enacted, That in the case of all goods, wares, and merchandise, imported on and after the day this act goes into operation, and entitled to debenture under existing laws, no drawback of the duties shall be allowed on the same, unless said goods, wares, or merchandise, shall be exported from the United States within three years from date of importation of the same; nor shall the additional rate of duty levied by this act on goods, wares, and merchandise, imported in foreign vessels, be refunded in case of re-exportation: Provided, That two and one-half per centum on the amount of all drawbacks allowed, except on foreign refined sugars, shall be retained, for the use of the United States, by the collectors paying such drawbacks respectively; and in the case of foreign refined sugars, ten per centum shall be so retained.

SECTION XVI.—And be it further enacted, That in all cases where there is or shall be imposed any *ad valorem* rate of duty on any goods, wares, or merchandise, imported into the United States, and in all cases where the duty imposed shall by law be regulated by, or directed to be estimated or based upon, the value of the square yard, or of any specified quantity or parcel of such goods, wares, or merchandise, it shall be the duty of the collector, within whose district the same shall be imported or entered, to cause the actual market value or wholesale price thereof, at the time when purchased, in the principal markets of the country from which the same shall have been imported into the United States, or of the yards, parcels, or quantities, as the case may be, to be appraised, estimated, and ascertained, and to such value or price, to be ascertained in the manner provided in this act, shall be added all costs and charges, except insurance, including in every case charges for commission at the usual rates, as the true value at the port where the same may be entered, upon which duties shall be assessed. And it shall, in every such case, be the duty of the appraisers of the United States, and every of them, and every person who shall act as such appraiser, or of the collector and naval officer, as the case may be, by all the reasonable ways and means in his or their power, to ascertain, estimate, and appraise the true and actual market value and wholesale price, any invoice or affidavit to the contrary notwithstanding, of the said goods, wares, and merchandise, at the time purchased, and in the principal markets of the country whence the same shall have been imported into the United States, and the number of such yards, parcels, or quantities, and such actual market value or wholesale price of every of them as the case may require; and all such goods, wares, or merchandise, being manufactured of wool, or thereof wool shall be a component part, which shall be imported into the United States in an unfinished condition, shall, in every such appraisal, be taken, deemed, and estimated to have been, at the time purchased, and place whence the same were imported into the United States, of as great value as if the same had been entirely finished: Provided, That in all cases where goods, wares, and merchandise, subject to *ad valorem* duty, or on which the duties are to be levied upon on the value of the square yard, and in all cases where any specific quantity or parcel of such goods, wares, and merchandise, shall have been imported into the United States from a country in which the same have not been manufactured or produced, the foreign value shall be appraised and estimated according to the current

market value or wholesale price of similar articles at the principal markets of the country of production or manufacture, at the period of the exportation of said goods, wares, and merchandise, to the United States.

XVII.—And be it further enacted, That it shall be lawful for the appraisers, or the collector and naval officer, as the case may be, to call before them and examine, upon oath or affirmation, any owner, importer, consignee, or other person touching any matter or thing which they may deem material in ascertaining the true market value or wholesale price of any merchandise imported, and to require the production, on oath or affirmation, to the collector or to any permanent appraiser, of any letters, accounts, or invoices, in his possession, relating to the same, for which purpose they are hereby respectively authorised to administer oaths and affirmations; and if any person so called shall neglect or refuse to attend, or shall decline to answer, or shall, if required, refuse to answer in writing any interrogatories, and subscribe his name to his deposition, or to produce such papers, when so required, he shall forfeit and pay to the United States the sum of 100 dollars; and if such person be the owner, importer, or consignee, the appraisement which the said appraisers, or collector and naval officer, where there are no legal appraisers, may make of the goods, wares, and merchandise, shall be final and conclusive, any act to the contrary notwithstanding; and any person who shall wilfully and corruptly swear or affirm falsely on such examination, shall be deemed guilty of perjury; and if he be the owner, importer, or consignee, the merchandise shall be forfeited: and all testimony in writing or depositions taken by virtue of this section, shall be filed in the collector's office, and preserved for future use of reference, or be transmitted to the secretary of the Treasury, when he shall require the same: Provided, That if the importer, owner, agent, or consignee, of any such goods, shall be dissatisfied with the appraisement, and shall have complied with the foregoing requisitions, he may forthwith give notice to the collector, in writing, of such dissatisfaction; on the receipt of which, the collector shall select two discreet and experienced merchants, citizens of the United States, familiar with the character and value of the goods in question, to examine and appraise the same, agreeably to the foregoing provisions; and if they shall disagree, the collector shall decide between them; and the appraisement thus determined shall be final, and deemed and taken to be the true value of said goods, and the duties shall be levied thereon accordingly, any act of Congress to the contrary notwithstanding: Provided also, That in all cases where the actual value to be appraised, estimated, and ascertained as herein before stated, of any goods, wares, and merchandise, imported into the United States, and subject to any *ad valorem* duty, or whereon the duty is regulated by or directed to be imposed or levied on the value of the square yard, or other parcel or quantity thereof shall exceed by ten per centum or more the invoice value, then, in addition to the duty imposed by law on the same, there shall be levied and collected on the same goods, wares, and merchandise, fifty per centum of the duty imposed on the same, when fairly invoiced.

XVIII.—And be it further enacted, That the several collectors be, and they are hereby authorised, under such regulations as may be prescribed by the secretary of the Treasury, whenever they shall deem it necessary to protect and secure the revenue of the United States against frauds and under-valuation, and the same is practicable, to take the amount of duties chargeable on any article bearing an *ad valorem* rate of duty, in the article itself, according to the proportion or rate per centum of the duty on said article; and such goods, so taken, the collector shall cause to be sold at public auction, within twenty days from the time of taking the same, in the manner prescribed in this act, and place the proceeds arising from such sale in the Treasury of the United States: Provided, That the collector or appraiser shall not be allowed any fees or commission for taking and disposing of said goods, and paying the proceeds thereof into the Treasury, other than are now allowed by law.

XIX.—And be it further enacted, That if any person shall knowingly and wilfully, with intent to defraud the revenue of the United States, smuggle or clandestinely introduce into the United States, any goods, wares, or merchandise, subject to duty by law, and which should have been invoiced, without paying or accounting for the duty, or shall make out, or pass, or attempt to pass, through the Custom-house, any false, forged, or fraudulent invoice, every such person, his, her, or their aiders and abettors, shall be deemed guilty of a misdemeanour, and on conviction thereof shall be fined in any sum not exceeding 5000 dollars, or imprisoned for any term of time not exceeding two years, or both, at the discretion of the court.

XX.—And be it further enacted, That there shall be levied, collected, and paid, on each and every non-enumerated article which bears a similitude, either in material, quality, texture, or the use to which it may be applied, to any enumerated article chargeable with duty, the same rate of duty which is levied and charged on the enumerated article which it most resembles, in any of the particulars before-mentioned; and if any non-enumerated article equally resembles two or more enumerated articles, on which different rates of duty are chargeable, there shall be levied, collected, and paid, on such non-enumerated article, the same rate of duty as is chargeable on the article which it resembles paying the highest duty; and on all articles manufactured from two or more

materials, the duty shall be assessed at the highest rates at which any of its component parts may be chargeable.

XXI.—And be it further enacted, That the collector shall designate on the invoice, at least one package of every invoice, and one package at least of every ten packages of goods, wares, or merchandise, and a greater number should he or either of the appraisers deem it necessary, imported into such port, to be opened, examined, and appraised, and shall order the package or packages so designated to the public stores for examination; and if any package be found by the appraisers to contain any article not specified in the invoice, and they, or a majority of them, shall be of opinion that such article was omitted in the invoice with fraudulent intent on the part of the shipper, owner, or agent, the contents of the entire package in which the article may be shall be forfeited; but if said appraisers shall be of opinion that no such fraudulent intent existed, then the value of such article shall be added to the entry, and the duties thereon paid accordingly, and the same shall be delivered to the importer, agent, or consignee: Provided, That such forfeiture may be remitted by the secretary of the Treasury, on the production of evidence, satisfactory to him, that no fraud was intended: Provided further, That if, on the opening of the package or packages of goods, a deficiency of any article shall be found, on examination of the appraisers, the same shall be certified to the collector on the invoice, and an allowance be made in estimating the duties.

XXII.—And be it further enacted, That where goods, wares, and merchandise, shall be entered at ports where there are no appraisers, the mode hereinbefore prescribed of ascertaining the foreign value thereof shall be carefully observed by the revenue officers, to whom is committed the estimating and collection of duties.

XXIII.—And be it further enacted, That it shall be the duty of the secretary of the Treasury, from time to time, to establish such rules and regulations, not inconsistent with the laws of the United States, to secure a just, faithful, and impartial appraisal of all goods, wares, and merchandise, as aforesaid, imported into the United States, and just and proper entries of such actual market value, or wholesale prices thereof, and of the square yards, parcels, or other quantities, as the case may require, and of such actual market value wholesale price of every of them.

XXIV.—And be it further enacted, That it shall be the duty of all collectors, and other officers of the customs, to execute and carry into effect all instructions of the secretary of the Treasury relative to the execution of the revenue laws; and in case any difficulty shall arise as to the true construction or meaning of any part of such revenue laws; and in case any difficulty shall arise as to the true construction or meaning of any part of such revenue laws, the decision of the secretary of the Treasury shall be conclusive and binding upon all such collectors and other officers of the customs.

XXV.—And be it further enacted, That nothing in this act contained shall apply to goods shipped in any vessel bound to any port of the United States, actually having left her last port of lading eastward of the Cape of Good Hope or beyond Cape Horn, prior to the 1st day of September, 1842: and all legal provisions and regulations existing immediately before the 30th day of June, 1842, shall be applied to importations which may be made in vessels which have left such last port of lading eastward of the Cape of Good Hope or Cape Horn, prior to said 1st day of September, 1842.

XXVI.—And be it further enacted, That laws existing on the 1st day of June, 1842, shall extend to and be in force for the collection of the duties imposed by this act, on goods, wares, and merchandise, imported into the United States, and for the recovery, collection, distribution, and remission of all fines, penalties, and forfeitures, and for the allowance of the drawbacks by this act authorised, as fully and effectually as if every regulation, restriction, penalty, forfeiture, provision, clause, matter, and thing, in the said laws contained, had been inserted in and re-enacted by this act. And that all provisions of any former law inconsistent with this act, shall be, and the same are hereby repealed.

XXVII.—And be it further enacted, That it shall be the duty of the secretary of the Treasury, annually, to ascertain whether, for the year ending on the 30th of June next preceding, the duty on any articles has exceeded thirty-five per centum *ad valorem* on the average wholesale market value of such articles, in the several ports of the United States for the preceding year; and, if so, he shall report a tabular statement of such articles and excess of duty to Congress at the commencement of the next annual session thereof, with such observations and recommendations as he may deem necessary for the improvement of the revenue.

XXVIII.—And be it further enacted, That the importation of all indecent and obscene prints, paintings, lithographs, engravings, and transparencies, is hereby prohibited; and no invoice of packages whatever, or any part thereof, shall be admitted to entry, in which any such articles are contained; and all invoices and packages, whereof any such article shall compose a part, are hereby declared to be liable to be proceeded against, seized and forfeited, by due course of law, and the said articles shall be forthwith destroyed.

XXIX.—And be it further enacted, That wherever the word "ton" is used in this act, in re-

ference to weight, it shall be deemed and taken to be twenty hundred weight, each hundred weight being 112lbs. avoirdupois.

XXX.—And be it further enacted, That so long as the distribution of the net proceeds of the sales of the public lands, directed to be made among the several states, territories, and district of Columbia, by the act entitled “An Act to appropriate the Proceeds of the Sales of the Public Lands, and to grant pre-emption Rights,” shall be and remains suspended by virtue of this act, and of the proviso of the sixth section of the act aforesaid, the ten per centum of the said proceeds directed to be paid by the said act to the several states of Ohio, Indiana, Illinois, Alabama, Missouri, Mississippi, Louisiana, Arkansas, and Michigan, shall also be and remain suspended.

JOHN WHITE, Speaker of the House of Representatives.

WILLIE P. MANGUM, President of the Senate, *pro tempore*.

Approved August 30th, 1842.

JOHN TYLER.

TARIFF;

OR,

RATES OF DUTIES ON ALL GOODS, WARES, AND MERCHANDISE,
IMPORTED INTO THE UNITED STATES OF AMERICA.

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Absynth.....	60 cents per gallon.	Apparatus, philosophical, specially	
Acacia, or gum arabic.....	free.	imported by order and for the use	
Accordions.....	30 per cent.	of any society incorporated for phi-	
Acetate of lead, or white lead.....	4 cents per lb.	losophical or literary purposes, or	
— potasse.....	20 per cent.	for the encouragement of the fine	
— quicksilver.....	....	arts, or by order and for the use of	
Acid, boracic.....	5 per cent.	any seminary of learning, school, or	
— tartaric, in crystals or powder.....	....	college, within the United States of	
All other acids.....	1 per cent per lb.	the territories thereof.....	free.
Acorns.....	20 per cent.	— not specially imported, accord-	
Adhesive felt, for covering ships' bot-	free.	ing to the materials of which they	
— toms.....	....	are composed.....	....
— plaster, salve.....	20 per cent.	Armenian bole and stone.....	20 per cent.
Adiantum.....	ditto.	Argent vivum.....	ditto.
Adzes.....	30 per cent.	Argol.....	free.
Agaric.....	20 per cent.	Arms, fire, except muskets and rifles.	30 per cent.
Agates.....	7 per cent.	— side.....	ditto.
Alabaster and spar ornaments.....	30 per cent.	Arrowroot.....	20 per cent.
Alba, canella.....	20 per cent.	Articles of the growth, produce, or	
Alcoraogue bark.....	free.	manufacture of the United States,	
Ale, in bottles (no duty on bottles).....	20 cents per gallon.	or its territories, and of its fisheries	
— otherwise than in bottles.....	15 cents per gallon.	— all, composed wholly or chiefly	
Alkermes.....	20 per cent.	in quantity of gold, silver, pearl,	
Almonds.....	3 cents per lb.	and precious stones, not otherwise	
— oil of.....	9 cents per lb.	specified.....	30 per cent.
Almond paste.....	25 per cent.	— all, not free, and not subject to	
Aloes.....	free.	any other rate of duty.....	20 per cent.
Alum.....	1½ cent per lb.	— manufactured from copper, or of	
Amber.....	20 per cent.	which copper is the material of	
— beads.....	25 per cent.	chief value, not otherwise specified	
Ambergris.....	ditto.	— all, imported for the use of the	
Amethyst.....	7 per cent.	United States.....	free.
Ammonia.....	20 per cent.	Artificial feathers and flowers, or	
Ammunition, viz.:—		parts thereof.....	25 per cent.
Shot and cannon balls.....	1 cent per lb.	Asafetida.....	free.
Gunpowder.....	8 cents per lb.	Asses' skins.....	25 per cent.
Musket balls.....	4 cents per lb.	— imitation of.....	free.
Anatomical preparations, if specially	free.	Ava root.....	....
imported.....	....	Awl hafes.....	20 per cent.
Anchovies.....	100 cents per barrel.	Ayr stones.....	3 cents per lb.
— in bottles or kegs.....	20 per cent.	Bacon.....	free.
Angora goat's wool, or hair.....	1 cent per lb.	Baggage, personal, in actual use.....	....
Animals imported for breed.....	free.	Bagging, not otherwise specified, suit-	
Anatto.....	ditto.	able for the uses to which cotton	
Aniseed.....	20 per cent.	bagging is applied.....	5 cents per sq. yd.
Antimony, crude.....	free.	Bags, grass.....	25 per cent.
Antiquo oil.....	25 per cent.	— gunny.....	ditto.
Antiquities, specially imported.....	free.	Balises.....	14 cents per sq. yd.
— not specially imported, accord-	....	Balls, billiard.....	....
ing to the materials of which they	....	Balsams, all kinds of cosmetic.....	25 per cent.
are composed.....	....	Bamboos, unmanufactured.....	free.
Any goods, wares, or merchandise of		Bark of cork trees, unmanufactured..	ditto.
the growth, produce, or manufac-		— Peruvian.....	ditto.
ture of the United States, or of its		— all not specially mentioned.....	20 per cent.
fisheries, upon which no drawback,		Barley.....	20 cents per bushel.
bounty, or allowance have been		— pearl.....	2 cents per lb.
paid.....	free.	Barytes, sulphate of.....	½ cent per lb.
Apothecaries' phials and bottles, six		Bar, wood.....	....
ounces, and under.....	1 dlr. 75cts. per gross.	Barilla.....	ditto.
— exceeding the capacity of six,		Baskets, wood or osier.....	25 per cent.
and not exceeding the capacity of		— palm leaf.....	ditto.
sixteen ounces each.....	2 dls. 25 cts. per gross.	— straw.....	ditto.
Apparel, wearing, and other personal		— grass.....	ditto.
baggage in actual use.....	free.	Bast ropes.....	4½ cents per lb.

(continued)

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Battledores.....	30 per cent.	Latin, Greek and Hebrew excepted, bound or in boards.....	5 cents per vol.
Bay water or bay rum.....	25 per cent.	Books, in sheets or pamphlets.....	15 cents per lb.
Bay wax or myrtle wax.....	20 per cent.	— editions of works in the Greek, Latin, Hebrew, and English languages which have been printed forty years prior to the date of importation.....	5 cents per vol.
Bædalium.....	ditto.	— reports of the legislative committees appointed under foreign governments.....	ditto.
Beads of precious stones.....	7 per cent.	— polyglots, lexicons, and dictionaries.....	5 cents per lb.
— gold and silver.....	25 per cent.	— of engravings or plates, with or without letterpress.....	20 per cent.
— all other.....	ditto.	— professional, of persons arriving in the United States.....	free.
Beans, Tonkay.....	30 per cent.	Books (See Act, sec. 7, clause 2).	25 per cent.
— Vanilla.....	ditto.	Boot web.....	ditto.
— all other, not specially mentioned	ditto.	Borax, or Tincal.....	free.
Bed feathers.....	25 per cent.	Botany, specimens in, if specially imported for the use of an incorporated institution.....	free.
Beef.....	2 cents per lb.	Bottles, apothecaries', exceeding the capacity of six and not exceeding the capacity of sixteen ounces each.....	2 dls. 25 cts. per grs.
Beer in bottles.....	20 cents per gallon.	— black glass, not exceeding one quart.....	3 dollars per gross.
Beer otherwise than in bottles.....	15 cents per gallon.	— black glass, exceeding one quart.....	4 dollars per gross.
Bees'-wax.....	15 per cent.	— perfumery and fancy, not exceeding the capacity of four ounces each.....	2 dls. 50 cts. per grs.
Bellows.....	35 per cent.	— exceeding four ounces and not exceeding sixteen ounces.....	3 dollars per gross.
Benzoles.....	20 per cent.	Bougies.....	30 per cent.
Benzoin.....	ditto.	Boxes, japanned dressing.....	ditto.
Bed-spreads, or covers made of the scraps or waste ends of printed calicoes sewed together, not subject to the regulations on cotton cloths.....	30 per cent.	— shell, not otherwise enumerated.....	25 per cent.
Bells, of bell metal, fit only to be remanufactured.....	free.	— not otherwise specified.....	ditto.
Berries used for dyeing, all.....	ditto.	Box boards, paper.....	3 cents per lb.
— juniper.....	20 per cent.	Bracelets, gold or set.....	20 per cent.
Bozoar stones.....	ditto.	— gilt.....	25 per cent.
Birds.....	ditto.	— hair.....	ditto.
Bitter apple.....	ditto.	Brads, not exceeding 16 oz. to the 1000.....	5 cents per 1000.
Bitumen.....	ditto.	— exceeding 16 oz. to the 1000.....	5 cents per lb.
Black, ivory.....	1 cent per lb.	Brandy (according to proof).....	1 dollar per gallon.
Black, lamp.....	20 per cent.	Brass, manufactures of, not otherwise enumerated.....	30 per cent.
Black lead powder.....	ditto.	— in plates or sheets.....	ditto.
Blacklug.....	ditto.	— in bars.....	free.
Bladders.....	ditto.	— in pigs.....	ditto.
Black lead pencils.....	25 per cent.	— old, only fit to be remanufactured.....	ditto.
Blankets, the value not exceeding seventy-five cents each, and dimensions not exceeding seventy-two by fifty inches, nor less than forty-five by sixty.....	15 per cent.	— wire.....	25 per cent.
— all other woollen.....	25 per cent.	— rolled.....	30 per cent.
— of mohair or goats' hair.....	20 per cent.	— battery.....	12 cents per lb.
Bleaching powders.....	1 cent per lb.	— Studs.....	30 per cent.
Blue vitriol.....	4 cents per lb.	— Screws.....	30 cents per lb.
Blooms, iron, in subject to the same duty as iron in bolts or bars.....	....	Braziers' rods of 3-16ths to 10-16ths of an inch diameter.....	2½ cents per lb.
Boards, rough.....	20 per cent.	Brazil paste, or Pasta de Brazil.....	20 per cent.
Bobbin wire, covered with cotton.....	8 cents per lb.	— pebble.....	7 per cent.
Bocking.....	14 cents per sq. yd.	— pebbles prepared for spectacles.....	2 dollars per gross.
Boiler plates.....	4 cents per lb.	Bricks.....	25 per cent.
Bolting cloths.....	20 per cent.	Brimstone, crude.....	free.
Bolta, copper.....	4 cents per lb.	— rolled.....	25 per cent.
— composition.....	30 per cent.	Bristol stones.....	7 per cent.
Bonnets, unenumerated.....	35 per cent.	Bristles.....	1 cent per lb.
— muslin.....	40 per cent.	Brouze casts.....	30 per cent.
— silk or satin.....	2 dollars each.	— all manufactures of.....	ditto.
Bonnet wire, covered with silk.....	12 cents per lb.	— powder.....	20 per cent.
— covered with cotton thread or other material.....	8 cents per lb.	— pale, yellow, white, and red.....	ditto.
Bone, tip.....	5 per cent.	— liquid, gold or bronze colour.....	ditto.
Bone, whale, other manufactures of.....	20 per cent.	Brown, Spanish, dry.....	1 cent per lb.
— not of the American fisheries.....	12½ per cent.	— ditto, in oil.....	1½ cent per lb.
— manufactures of.....	20 per cent.	Hrucine.....	30 per cent.
Boots.....	1 dlr. 25 cts. per pair.	Buckles of copper, brass, iron, steel, pewter, tin, lead, or of which either of these articles is a component material.....	30 per cent.
— laced, silk or satin for children.....	25 cents per pair.	Buckles, chiefly of gold or silver.....	ditto.
Bootees, for women or men, silk.....	75 cents per pair.	Buckram.....	25 per cent.
Boots and bootees, men's, of leather.....	1 dlr. 25 cts. per pair.	Building stones.....	20 per cent.
— women's, of leather.....	50 cents per pair.	Bulrushes.....	ditto.
— children's, of leather.....	15 cents per pair.	Bulbs, or bulbous roots.....	free.
Bookbinders' agate ferrules.....	7 per cent.		
Books, blank, bound.....	20 cents per lb.		
— blank, unbound.....	15 cents per lb.		
— Latin, bound.....	ditto.		
— Latin, unbound.....	13 cents per lb.		
— Greek, bound.....	ditto.		
— Greek, unbound.....	15 cents per lb.		
— English, bound.....	30 cents per lb.		
— English, in sheets or boards.....	20 cents per lb.		
— specially imported for the use of an incorporated institution.....	free		
— Hebrew, or of which that language forms the text when bound.....	10 cents per lb.		
— unbound.....	8 cents per lb.		
— printed in foreign languages,			

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ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Bullion.....	free.	Cassia buds, and fistula.....	20 per cent.
Burlaps.....	25 per cent.	Castanas, or castinal.....	1 cent per lb.
Burr stones, unwrought.....	free.	Castings of plaster.....	30 per cent.
— ditto, wrought.....	20 per cent.	Castor beans.....	20 per cent.
Busta, lead.....	4 cents per lb.	— oil.....	40 cents per gallon.
Buttons, not metal.....	25 per cent.	Castor glasses, not in the frames or crucets, not cut (<i>See Glass</i>).....	
Button moulds, of whatever material.	ditto.	Cast shoe bills.....	1 cent per lb.
Butter.....	5 cents per lb.	— iron vessels, not otherwise spe- cified.....	1½ cent per lb.
Butt hinges, cast iron.....	2½ cents per lb.	Catgut.....	15 per cent.
Cabinet wares.....	20 per cent.	Catsup.....	30 per cent.
Cajuput, or cajuputa, oil of.....	20 per cent.	Cayenne pepper.....	10 cents per lb.
Cakes, linsed.....	ditto.	Cemont, Roman.....	20 per cent.
Calx.....	ditto.	Cerise, Eau <i>de</i> , Kirasche Wasse, or Cherry water, a cordial.....	60 cents per gallon.
Calf skins, raw.....	5 per cent.	Ceruse, dry or in oil.....	4 cents per lb.
— do. salted or pickled, in a raw state.....	ditto.	Chalk, red and French.....	20 per cent.
— do. tanned.....	5 dollars per dozen.	— white.....	free.
Calomel, and other mercurial pre- parations.....	25 per cent.	Chambray gauze of silk only.....	2 dls. 50 cts. per lb.
Camblets, of mohair or goats' hair.....	20 per cent.	Chamomile flowers.....	20 per cent.
Cameos, real or imitation.....	7½ per cent.	Charbon, animal.....	ditto.
Camels' hair.....	20 per cent.	Charts.....	ditto.
— do. pencils.....	ditto.	— books of, not connected with any work of which they form a volume. When so connected, will pay the same as the other volumes.....	ditto.
Camphor, refined.....	20 cents per lb.	Cheese.....	9 cents per lb.
— crude.....	5 cents per lb.	Chemical preparations, not otherwise enumerated.....	20 per cent.
Canary seed.....	20 per cent.	— salts, not otherwise enu- merated.....	ditto.
Cancerorum oculi, or crab's eye.....	ditto.	Chenille, cards or trimming of, cotton.	8 cents per lb.
Canella, alba.....	ditto.	Cheroots (India cigars).....	40 cents per lb.
Candles, tallow.....	4 cents per lb.	Cherry rum, a cordial.....	60 cents per gallon.
— wax.....	8 cents per lb.	Children's shoes.....	15 cents per pair.
— spermacetti.....	ditto.	— slippers.....	ditto.
Cannon, iron.....	1 cent per lb.	China ware.....	30 per cent.
Cantharides.....	free.	— root.....	20 per cent.
Canton crapes, coming from beyond the Cape of Good Hope.....	2 dls. 50 cts. per lb.	Chip hats or bonnets.....	35 per cent.
Canvass for floor cloths or wearing apparel.....	25 per cent.	Chocolate.....	4 cents per lb.
— for sails, such as sail duck.....	7 cents per sq. yard.	Choppa Romals and Bandanna hand- kerchiefs, silk.....	2 dls. 50 cts. per lb.
Caoutchouc gums.....	free.	Chromic yellow.....	1 cent per lb.
Capers.....	30 per cent.	Chronometers.....	20 per cent.
Cape, viz.:—		Crystals of tin.....	ditto.
Of chip.....	35 per cent.	Ciar, or colar rope.....	4½ cents per lb.
Of cotton, if jointly made by hand	40 per cent.	Cigars.....	40 cents per lb.
Carbines or carbines.....	30 per cent.	Cinnamon.....	25 cents per lb.
Carboys of the capacity of half a gallon	15 cents each.	Citron, in its natural state.....	20 per cent.
— above half and not above three gallons.....	30 cents each.	— preserved.....	25 per cent.
— exceeding three gallons.....	50 cents each.	Clasp, viz.:—	
Carbuncles.....	7 per cent.	Gold or silver.....	20 per cent.
Cardamom seed.....	20 per cent.	Clay, unwrought.....	free.
Cards, playing.....	25 cents per pack.	Clocks.....	50 per cent.
— visiting.....	12 cents per lb.	Clocks.....	25 per cent.
— blank.....	ditto.	Cloth, viz.:—	
Carpeting, Aubusson.....	65 cents per sq. yd.	India-rubber, wool being a com- ponent part.....	40 per cent.
Carpet binding.....	30 per cent.	India-rubber, linen being a com- ponent part.....	30 per cent.
Carpets and carpeting, viz.:—		Woollen.....	40 per cent.
Brussels.....	55 cents per sq. yd.	Bolting.....	20 per cent.
Ingrained.....	30 cents per sq. yd.	All oil, for floors, patent stamped, printed or painted.....	35 cents per sq. yd.
Treble Ingrained.....	65 cents per sq. yd.	Oil, not denominated patent floor cloth.....	10 cents per sq. yd.
Turkey.....	55 cents per sq. yd.	Hemp.....	20 per cent.
Venetian.....	30 cents per sq. yd.	Clothing, ready made.....	50 per cent.
Wilton.....	65 cents per sq. yd.	— clothing, all articles worn by men, women, or children, not other- wise specified, of whatever material composed, made wholly or in part by hand.....	40 per cent.
Oil-cloth.....	35 cents per sq. yd.	Cloves.....	8 cents per lb.
Straw.....	25 per cent.	Coaches, or party thereof.....	30 per cent.
Saxony.....	65 cents per sq. yd.	Coach furniture of all descriptions ..	ditto.
Matting.....	25 per cent.	— lace, all kinds of.....	85 per cent.
Rags.....	40 per cent.	Coal.....	1 dlr. 75 cts. per ton.
All other kinds of.....	30 per cent.	Coatings, mohair or goats' hair.....	20 per cent.
Carriages of all descriptions, and parts thereof.....	ditto.	Cochineal.....	free.
Cashmere, borders of wool, in whole or in part.....	40 per cent.	Cocoa.....	1 cent per lb.
Cashmere, viz.:—		Codilla hemp.....	20 dollars per ton.
Of Thibet.....	20 per cent.	Codfish, dry.....	1 dollar per 112 lbs.
Cloth.....	40 per cent.	Coffee, when imported in American	
Gown patterns, wool being a component material.....	ditto.		
Gowns, made.....	50 per cent.		
Shawls, Thibet.....	20 per cent.		
Shawls, wool being a component part.....	40 per cent.		
Cement rods, iron for.....	2½ cents per lb.		
Cases, fish skin.....	20 per cent.		
Caseada, or meal of.....	ditto.		
Cassia, Chinese, Calcutta, & Sumatra.	5 cents per lb.		

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ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
vessels, from the places of its growth.....	free.	Cotton (<i>continued</i>):—	
Coffee mills.....	30 per cent.	not exceeding in value 35 cents per square yard, shall be valued at 35 cents per square yard...	30 per cent.
Coins, gold or silver.....	free.	Kendal, the materials being cotton and wool.....	40 per cent.
— cabinets of, specially imported..	ditto.	Mits.....	30 per cent.
— cabinets of, not specially imported, and of copper.....	ditto.	Gloves.....	ditto.
Coke.....	5 cents per bushel.	Thread, twist, and yarn, all unbleached, and uncoloured, the original cost of which shall be less than 60 cents per lb., shall be deemed and taken to have cost 60 cents per lb., and shall be charged with duty accordingly.....	25 per cent.
Colcother, dry.....	1 cent per lb.	Thread, twist, and yarn, all bleached or coloured, the original cost of which shall be less than 75 cents per lb., shall be deemed and taken to have cost 75 cents per lb., and shall be charged with duty accordingly.....	ditto.
— in oil.....	1½ cent per lb.	Twist, yarn, and thread, all other on spools or otherwise.....	30 per cent.
Cold cream.....	25 per cent.	Lace.....	20 per cent.
Cologne water.....	ditto.	Stockings.....	30 per cent.
Combs, all for the hair, of whatever material.....	ditto.	Cow hides, raw.....	5 per cent.
Comforters, made of wool.....	ditto.	— tanned.....	6 cents per lb.
Comfits, preserved in sugar, brandy, or molasses.....	5 ditto.	Cowries (shells).....	20 per cent.
Cencans, India.....	2 dls. 50 cts. per lb.	Craper, silk, from beyond the Cape of Good Hope.....	2 dollars, 50 cts. per lb.
Coney wool.....	25 per cent.	Crash.....	20 per cent.
Confectionary, all.....	ditto.	Cranks mill, of wrought iron.....	4 cents per lb.
Copper, in plates or sheets, weighing over thirty-four ounces, taken as brasses' copper.....	30 per cent.	Cravats, in pieces or single, unmade, according to their material.....	50 per cent.
Copper, viz.:—		— ready-made.....	25 per cent.
Manufactures of, not otherwise specified.....	ditto.	Crayons.....	ditto.
Wire.....	35 per cent.	Crayon pencils, of lead.....	free.
For the use of the mint.....	free.	Cream of tartar.....	30 per cent.
Suited to the sheathing of ships, but none is to be so considered except that which is 14 inches wide and 48 inches long, and weighing from 14 to 34 ounces per square foot.....	free.	Crockery.....	35 per cent.
Rods.....	4 cents per lb.	Crowns, leghorn hats.....	30 per cent.
Bolts.....	ditto.	Crucibles, black lead.....	ditto.
Spikes.....	ditto.	— sand.....	
Nails.....	free.	Crytals, viz.:—	
In pigs.....	ditto.	Watch.....	2 dollars per gross.
Old, fit only to be remanufactured.....	ditto.	Cummin seed.....	20 per cent.
Ore.....	2 cents per lb.	Curls, hair.....	25 per cent.
Copperas.....	20 per cent.	Curranis.....	3 cents per lb.
Copper, sulphate of.....	ditto.	Cut iron nails.....	ditto.
Coral.....	5 cents per lb.	Cutlery, all kinds.....	30 per cent.
Cordage, tarred.....	4½ cents per lb.	Delft ware.....	20 per cent.
— untarred.....	60 cents per gallon.	Delphine.....	15 cents each.
Cordials, all kinds.....	20 per cent.	Demijohns, of half gallon or less.....	30 cents each.
Coriander seed.....	30 per cent.	— above half and not exceeding three.....	50 cents each.
Corks.....	25 per cent.	Diamonds.....	7½ per cent.
Cork, manufactures of.....	free.	— set in steel, glassers'.....	25 per cent.
— tree, bark of, unmanufactured..	7 per cent.	Diaper, linen.....	20 per cent.
Cornelian stone.....	10 cents per bushel.	— hemp.....	30 per cent.
Corn, Indian or maize.....	25 per cent.	Directions for patent medicines.....	124 cents per lb.
Corrosive sublimate.....	ditto.	Dolls of every description.....	30 per cent.
Cosmetics.....		Donnets, a (sannel).....	14 cents per sq. yd.
Cotton, viz.:—		Dowlas.....	25 per cent.
Bagging.....	4 cents per sq. yd.	Down of all kinds.....	ditto.
Easy embroidery, or floss.....	30 per cent.	Drawings.....	20 per cent.
Cotton.....	3 cents per lb.	Drawers, silk.....	40 per cent.
Cord.....	30 per cent.	Dressed furs, on the skin.....	25 per cent.
Braces or suspenders.....	35 per cent.	Dried pulp.....	20 per cent.
All manufactures of, of which cotton shall be a component part, not otherwise enumerated.....	30 per cent.	Drillings, linen.....	25 per cent.
All manufactures of, not dyed, coloured, printed, or stained, not exceeding in value 20 cents per square yard, shall be valued at 20 cents per square yard.....	ditto.	Drugs, dyeing, not otherwise enumerated.....	20 per cent.
All manufactures of, or cloth of which cotton shall be a component part, not otherwise described, if dyed, coloured, printed, or stained, in whole or in part, and not exceeding in value 30 cents the square yard, shall be taken and deemed to have cost 30 cents the square yard, and charged with duty accordingly.....	ditto.	— medicinal, not otherwise enumerated.....	ditto.
All such veivets, cords, molleskins, fustians, buffalo cloths, or goods manufactured by napping or raising, cutting or shearing.....		Duck, Holland, English, Russia, ravens, half-duck, and all other sail duck.....	7 cents per sq. yd.

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ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Earth brown, red, blue, yellow, dry (so ochre)	1 cent per lb.	Floor matting, all	25 per cent.
Earthenware	30 per cent.	Floss silk, and other silks purified from the gum	ditto.
Ebony, unmanufactured	free.	Flour, of wheat	75 cents per 112 lbs.
— manufactures of, or of which it is the material of chief value	30 per cent.	— of other grain	30 per cent.
Elastic garters, made of elastic wire, covered with leather, with metal clasps	35 per cent.	Flour-sulphur	free.
Elephants' teeth	free.	Flower water, orange	25 per cent.
Embroideries, all in gold or silver, fine or half fine, other than clothing	20 per cent.	Flowers, artificial	ditto.
— if done by hand, with a needle, and with thread of gold	30 per cent.	— camomile	20 per cent.
Emeralds	7 per cent.	Foil, tin	20 per cent.
Emery	free.	Forge hammers	2½ cents per lb.
Engravings, books of, with any letter-press	20 per cent.	Forbidden fruit	30 per cent.
Espanolas, viz.:—		Fossils	ditto.
Gilt	30 per cent.	Frankfort black	ditto.
Of gold and silver	free.	Frizettes, hair	25 per cent.
Essences, not otherwise enumerated	25 per cent.	— silk	30 per cent.
Estoppils, linen	20 per cent.	Frucks, Guernsey	ditto.
Extracts, not otherwise enumerated	25 per cent.	Frosts (glass)	20 per cent.
Fans, all	ditto.	Fruits preserve ^d in brandy or sugar	25 per cent.
Fancy phials and bottles, not exceeding the capacity of four ounces each, uncut	2 dls. 50 cts. pr gr.	— pickled	30 per cent.
— exceeding four ounces, and not exceeding sixteen ounces each, uncut	3 dollars per gross.	— green or ripe, from the West Indies, in bulk	free.
Feathers, ornamental	25 per cent.	Fullers' boards	12½ cents per lb.
— for beds	20 per cent.	Furniture, coach and harness	30 per cent.
Felt, patent adhesive, for ships' bottoms	free.	— brass, copper, iron, or steel, not coach or harness	ditto.
Felts, or hat bodies, made in whole or in part of wool	18 cents each.	— calico or chintz (See Cottons)	
Felting, hatters'	40 per cent.	— household, not otherwise specified	ditto.
Ferrets, cotton	30 per cent.	Fur muffs or tippets, or other manufactures not specified	35 per cent.
Fiddles	ditto.	— hats or caps of	ditto.
Figures, viz.:—of alabaster, brass, bronze, gold or silver (such as used in churches) gilt or plated, marble, plaster	ditto.	— hat bodies or felt	25 per cent.
Figs	2 cents per lb.	Furs, undressed, all kinds of, on the skin	5 per cent.
Filberts	1 cent per lb.	— dressed, all on the skin	25 per cent.
Filting stones, unmanufactured	20 per cent.	— hatters', dressed or undressed, not on the skin	ditto.
Fire crackers	ditto.	Fustic	free.
Fish, viz.:—		Galanga	20 per cent.
Pickled, other than in barrels or half barrels, not specified	ditto.	Gallengal, or gallengal root	ditto.
Foreign caught, dry	100 cents per 112 lbs.	Galloun, gold or silver, fine or half fine	15 per cent.
Mackerel and herring, pickled	150 cents per barrel.	Galls, nut	free.
Salmon, pickled or dry-salted	200 cents per barrel.	Gamboge	20 per cent.
Ditto, smoked	100 cents per 112 lbs.	Game bags, leather	35 per cent.
All other pickled	100 cents per barrel.	— twine	ditto.
Fresh, for daily consumption	free.	Garance, or madder	free.
Other, in oil	20 cents per barrel.	Garnets, glass (See Glass)	
— glue called isinglass	20 per cent.	— a precious stone	7 per cent.
— sauce	30 per cent.	— imitation of, a composition	7½ per cent.
— skins, raw	20 per cent.	— hardware	30 per cent.
Fisheries of the United States and their territories, all products of	free.	Garden seeds not otherwise specified	free.
Fishing nets, other than dip or scoop nets	7 cents per lb.	Garters, elastic, made of wire covered with leather, with or without metal clasps	25 per cent.
Flags, floor matting made of	25 per cent.	Gelatine	30 per cent.
— carpets and carpeting, mats and floor cloths, made of	ditto.	Gems, specially imported	7 per cent.
Flannels, all except cotton	14 cents per sq. yd.	Gilt, viz.:—	
Flap hinges, cast	2½ cents per lb.	Ear-rings	25 per cent.
Flat irons	ditto.	Paper	12½ cents per lb.
Flats, for making hats or bonnets	20 dollars per ton.	Pins	30 per cent.
Flax, unmanufactured	\$	Rings	ditto.
— all manufactures of, or of which flax is a component part, not otherwise specified	25 per cent.	Ware, silver	ditto.
— seed	5 per cent.	Ware, of other metals	ditto.
Flies, Spanish or cantharides	free.	Wire	ditto.
Flints	ditto.	Chains, seals, and keys	25 per cent.
— ground	ditto.	Wood	30 per cent.
Flint stone	ditto.	Studs	25 per cent.
Flour oil cloths, all stamped, printed, or painted	35 cents per sq. yd.	Gimp, cotton	30 per cent.
— cloth, dish, or table mats of	25 per cent.	— silk	ditto.
— ditto, lined with woolen or wool	10 cents per sq. yd.	— thread	25 per cent.
		— wire being a component part	30 per cent.
		Gin, viz.:—	
		First proof	60 cents per gallon.
		Second ditto	ditto.
		Third ditto	65 cents per gallon.
		Fourth ditto	70 cents per gallon.
		Fifth ditto	75 cents per gallon.
		Above fifth proof	90 cents per gallon.
		Ginger, ground	4 cents per lb.
		— roots	2 cents per lb.
		Glass of antimony	30 per cent.
		Glass, viz.:—	
		Manufactures of, all vessels or wares, of cut glass, when the	

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ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Glass (continued): —		Gold (continued): —	
cutting on the article does not exceed one-third the height or length thereof.....	25 cents per lb.	Or silver lace, even if mi fin....	15 per cent.
Manufactures of, exceeding one-third but not one-half.....	30 per cent.	And silver leaf.....	20 per cent.
Ditto, exceeding one-half.....	45 per cent.	Muriate of.....	ditto.
Apothecaries' phials and bottles, not exceeding the capacity of six ounces each.....	1 dlr. 75 cts. per gr.	Ornaments, made by spreading gold leaf on very thin paper....	30 per cent.
Apothecaries' phials, above six ounces, and not exceeding sixteen ounces each.....	2 dls. 25 cts. per gr.	Oxide of.....	20 per cent.
Bottles, black, not exceeding the capacity of one quart.....	3 dollars per gross.	Paper, in sheets, strips, or other form.....	12½ cents per lb.
Do. do. exceeding one quart.....	4 dollars per gross.	Size.....	20 per cent.
Broken.....	25 per cent.	Shell, for painting.....	ditto.
Buttons, cut, entirely of (See Glass)	0 per cent.	Studs.....	ditto.
Coloured.....	3 dollars per gross.	Watches, and parts of.....	7½ per cent.
Green, pocket bottles.....	36 per cent.	Gold shoes or clogs, wood.....	30 per cent.
Looking, plates, silvered.....	25 per cent.	ditto leather.....	30 cents per pair.
Glasses, hour.....	30 per cent.	Grains of paradise.....	20 per cent.
Do. looking, with paper and wood frames.....	ditto.	Grain tin.....	ditto.
Paintings on.....	ditto.	Granelia, or grana, cochineal.....	20 per cent.
Shades, for time-pieces or mantle ornaments (See Plain Glass).	•	Granulated tin.....	free.
Cut, all wars of (See Glass).	10 cents per lb.	Granza, or madder.....	20 per cent.
All articles of, not specified, plain or moulded, weighing over eight ounces.....	12 cents per lb.	Grapes, not dried, in boxes, kegs, or jars.....	20 per cent.
Plain or moulded, weighing under eight ounces, except tumblers..	45 cents per lb.	Grass, viz.:—	
Tumblers, plain or moulded.....	10 cents per lb.	Bag.....	30 per cent.
Articles, plain or moulded, when stoppered or bottoms ground...	14 cents per lb.	Cables or cordage.....	4½ cents per lb.
Watch, or watch crystals.....	2 dollars per gross.	Cloth.....	25 per cent.
Window, not above 8 by 10 inches in size.....	2 cents per sq. foot.	Plats, braids, or plaits, for making hats or bonnets.....	35 per cent.
Ditto ditto 10 by 12 inches.....	2½ cents per sq. foot.	Hats or bonnets.....	ditto.
Ditto ditto 10 by 14 inches.....	3 cents per sq. foot.	Henguin.....	25 dollars per ton.
Ditto ditto 11 by 16 inches.....	4 cents per sq. foot.	— Manilla or Sisal.....	ditto.
Ditto ditto 12 by 18 inches.....	5 cents per sq. foot.	— mats of flags or other materials.	25 per cent.
Ditto above 12 by 18 inches.....	6 cents per sq. foot.	Grass rope.....	4½ cents per lb.
Ditto crown, not above 8 by 10 in.	3½ cents per sq. foot.	Green glass pocket bottles.....	3 dollars per gross.
Ditto ditto ditto 10 by 12 in.	5 cents per sq. foot.	Grindstones.....	20 per cent.
Ditto ditto ditto 10 by 14 in.	6 cents per sq. foot.	Guava jelly, or paste.....	25 per cent.
Ditto ditto ditto 11 by 16 in.	7 cents per sq. foot.	Guernsey frocks.....	30 per cent.
Ditto ditto ditto 12 by 18 in.	8 cents per sq. foot.	Gunny bags.....	25 per cent.
Ditto ditto above 12 by 18 in.	10 cents per sq. foot.	Guana.....	20 per cent.
Polished plate, not exceeding 8 by 12 inches.....	5 cents per sq. foot.	Guinea strings, gut.....	15 per cent.
Ditto ditto not above 10 by 14	7 cents per sq. foot.	Gun, viz.:—	
Ditto ditto ditto 11 by 16 in.	8 cents per sq. foot.	Senegal, Arabic, and tragacanth..	free.
Ditto ditto ditto 12 by 18 in.	10 cents per sq. foot.	All other resinous substances not specified, in a crude state....	15 per cent.
Ditto ditto ditto 14 by 22 in.	12 cents per sq. foot.	Ditto, not in a crude state.....	25 per cent.
Ditto ditto silvered.....	30 per cent.	Elastic manufactures.....	30 per cent.
All articles not specified, connected with other materials so as to prevent its being weighed	25 per cent.	Gunpowder.....	8 cents per lb.
Glauber salts.....	20 per cent.	Gypsum, or plaster of Paris.....	free.
Glasier's diamonds, set in steel.....	25 per cent.	Hair, viz.:—	
Gloves.....	30 per cent.	Angora, goats', Thibet, or mohair, unmanufactured.....	1 cent per lb.
Gloves, Angora.....	20 per cent.	All other manufactures of goats or mohair.....	20 per cent.
— silk.....	2 dls. 50 cts. per lb.	Made up for head dresses.....	25 per cent.
— mens' leather.....	1 dlr. 25 cts. per doz.	Prepared for head dresses.....	ditto.
— womens' leather habit.....	1 dollar per dozen.	Nets.....	ditto.
— childrens' leather habit.....	50 cents per dozen.	Cloth for beds.....	10 per cent.
— womens' leather extra, demi length.....	1 dlr. 50 cts. per doz.	Braids, for the head.....	25 per cent.
— childrens' extra, demi length.....	75 cents per dozen.	Belts.....	ditto.
Glue.....	4 cents per lb.	Brooms.....	30 per cent.
Goats' hair, or wool.....	1 cent per lb.	Bracelets, chains, ringlets, and curls.....	25 per cent.
— skins, raw.....	5 per cent.	Unmanufactured.....	10 per cent.
— do. tanned.....	2 dls. 50 cts. per doz.	Prepared and cleaned for use.....	25 per cent.
Gold, viz.:—		Powder, perfumed, all others not specified.....	30 per cent.
— bullion.....	free.	Ditto, not perfumed.....	20 per cent.
All articles composed wholly or chiefly of, in quantity.....	30 per cent.	Seating.....	25 per cent.
Beaters' brins.....	20 per cent.	Pencils.....	30 per cent.
Ditto skins.....	ditto.	Hammers, blacksmiths'.....	24 cents per lb.
Coin and bullion.....	free.	Hams, bacon.....	3 cents per lb.
Dust.....	ditto.	Handkerchiefs, silk.....	2 dls. 50 cts. per lb.
		— bandanna and choppa.....	ditto.
		Hangings, paper.....	35 per cent.
		Hares' hair or fur.....	25 per cent.
		Harness.....	35 per cent.
		— furniture.....	30 per cent.
		Harp strings, gut.....	15 per cent.
		— wire.....	20 per cent.
		Hart-horn.....	ditto.
		Hat felts or bodies, not put in form or trimmed.....	25 per cent.
		— bodies, in whole or in part wool..	18 cents each.

(continued)

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Hats, viz.:—		Iron (continued):—	
Leghorn.....	35 per cent.	In bars or bolts, made wholly or	25 dollars per ton.
Of chip, straw, or grass.....	ditto.	in part by rolling.....	
Cotton cloth, complete, with the		In bars or bolts, not manufac-	17 dollars per ton.
exception of the lining and		tured in whole or in part by	
band.....	40 per cent.	rolling.....	
Of wool.....	18 cents each.	Boiler plates, with holes for ri-	4 cents per lb.
Of fur, leather, palm leaf, rattan,		verts.....	ditto.
or japauned, and all not enu-		— without holes for rivets.....	2½ cents per lb.
merated.....	35 per cent.	Band.....	ditto.
Silk, men's.....	1 dollar each.	Cables, or parts thereof.....	1 cent per lb.
Hatters' irons.....	4 cents per lb.	Castings (except vessels).....	
Haversacks of leather.....	35 per cent.	In slabs, blooms, or other form	
Head-dresses, ornaments for.....	25 per cent.	less finished than iron in bars	
— matter, if fisheries of the United		or bolts, and more advanced	
States.....	free.	than pig iron, except castings,	
Hearth rugs, all.....	40 per cent.	liable to the same duty as iron	
Hemlock.....	free.	in bars or bolts.....	2½ cents per lb.
Hemp seed.....	20 per cent.	Nail plates.....	
— seed oil.....	25 cents per gallon.	Old, that has been in actual use	
— all manufactures of, not other-		and fit only to be remanufac-	10 dollars per ton.
wise specified, or of which hemp is		tured.....	
a component part.....	20 per cent.	In pieces, except old, of more	
unmanufactured.....	10 dollars per ton.	than six inches in length, or of	
Sann, Manila, and humps of In-		sufficient length to be made	
dia, Jute, Sisal, and other vegeta-		into spikes and bolts, shall pay	
ble substances not enumerated,		duty according to the article of	
used for cordage.....	25 dollars per ton.	which it may consist, whether	
— cordilla, or tow of hemp.....	20 dollars per ton.	bolt, hoop, or other iron.....	
Herrings, pickled, in barrels.....	1 dlr. 50 cts. per brl.	Hoops, made fit for use.....	30 per cent.
— ditto, in kegs.....	20 per cent.	Liquor.....	20 per cent.
— smoked or dry.....	1 dollar per 112 lbs.	Mails.....	30 per cent.
Hessians, German flax.....	25 per cent.	Mill cranks of wrought iron.....	4 cents per lb.
— hemp.....	20 per cent.	— irons, of wrought iron.....	ditto.
Hides, raw.....	5 per cent.	Nails, cut.....	3 cents per lb.
— salted.....	ditto.	— wrought.....	4 cents per lb.
— tanned.....	6 cents per lb.	Nail or spike rods, whether slit,	
Holsting chains.....	4 cents per lb.	rolled, or hammered.....	2½ cents per lb.
Hones.....	20 per cent.	In pipe.....	9 dollars per ton.
Honey.....	ditto.	Round, or braziers' rods, of 3-16th	
Hoop iron.....	2½ cents per lb.	to 10-16th of an inch diameter,	
Hoops, iron, fit for use.....	30 per cent.	inclusive.....	2½ cents per lb.
Hops.....	20 per cent.	Sad or flat irons.....	2½ cents per lb.
Horn combs, even if with three small		Screws for wood, called wood	
brass rivets.....	25 per cent.	screws.....	12 cents per lb.
— tips.....	5 per cent.	Manufactures of, partly finished,	
— plates, for lanterns.....	20 per cent.	pay the same rate of duty as if	
Horns.....	5 per cent.	entirely finished.....	
— other.....	ditto.	In sheets.....	2½ cents per lb.
Horsehair.....	10 cents per lb.	For band iron.....	ditto.
Household furniture.....	30 per cent.	For scroll iron.....	ditto.
Hungary water.....	25 per cent.	For casement rods.....	ditto.
Imitation of precious stones.....	7½ per cent.	Spikes.....	3 cents per lb.
Implements of trade of persons arriv-		Vessels of, cast, even with	
ing in the United States.....	free.	wrought rings, hoops, handles,	
India grass.....	25 dollars per ton.	&c., not otherwise specified.....	1½ cent per lb.
— rubber in bottles or sheets, or		Wrought for ships, locomotives,	
otherwise unmanufactured.....	free.	and steam-engines.....	4 cents per lb.
— rubber oil cloth, and shoes, or		Square wire, used for the manu-	
other manufactured articles, com-		facture of stretchers for um-	
posed wholly or in part of India		brillas, and cut in pieces not	
rubber.....	30 per cent.	exceeding the length used	
— rubber cloth, according to		therefore.....	12½ per cent.
the materials of which it is com-		Tacks, brads, or sprigs, not ex-	
posed.....		ceeding 16 oz. per 1000.....	5 cents per 1000.
Indian meal.....	20 cts. per 112 lbs.	Tacks, brads, or sprigs, exceed-	
Indigo.....	5 cents per lb.	ing 16 oz. per 1000.....	5 cents per lb.
Iron.....	25 per cent.	Taggers.....	5 per cent.
— powder.....	ditto.	Weights, cast even with wrought	
Instruments, philosophical, specially		rings, hoops, handles, &c., not	
imported.....	free.	otherwise specified.....	1 cent per lb.
— musical.....	30 per cent.	Railroads (see act, sec. 4, clause	
— philosophical, not specially im-		1, for reduction prior to the	
ported; duty according to the		3d of March, 1843, after which	
materials they are composed of.		to pay such as rolled iron).	
Inventions, models of, according to		Wire, not exceeding No. 14.....	5 cents per lb.
material.....		— exceeding No. 14, and not	
Iron, viz.:—		exceeding No. 25.....	8 cents per lb.
Anchors.....	2½ cents per lb.	— exceeding No. 25.....	11 cents per lb.
Ditto, parts of.....	ditto.	Chains for railroads, cast.....	4 cents per lb.
Anvils.....	4 cents per lb.	Wheels, for cars, cast.....	ditto.
Wrought, axletrees.....		Malleable, or castings.....	4 cents per lb.
Articles not enumerated, manu-		Tubes or pipes, for steam, gas, or	
factured from iron, or of which		water, made of band or rolled	
iron is a component part.....	30 per cent.	iron.....	5 cents per lb.

(continued)

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Iron (continued):—		Lead (continued):—	
Sulphate of.....	20 per cent.	Bush.....	4 cents per lb.
Iron wire, annealed, to pay duty the same as other iron wire.....	ditto.	In bars.....	3 cents per lb.
Isinglass.....	freec.	Pencil, black.....	25 per cent.
Ivory.....	ditto.	Combs.....	ditto.
— combs.....	25 per cent.	Old.....	1½ cent per lb.
— manufactured.....	20 per cent.	In pigs.....	3 cents per lb.
— unmanufactured.....	freec.	Scrap.....	1½ cent per lb.
— black.....	½ cent per lb.	Sugar of.....	4 cents per lb.
— parallel rules, not mounted.....	ditto.	Pots, black.....	30 per cent.
— sectors.....	ditto.	Red, dry or ground in oil.....	4 cents per lb.
Jack chains.....	4 cents per lb.	Acetate, or chromate of.....	ditto.
Japanned wares of all kinds.....	30 per cent.	White, dry or ground in oil.....	ditto.
Jars, black glass, not exceeding one quart.....	3 dollars per gross.	Ore.....	20 per cent.
— black glass, exceeding one quart.....	4 dollars per gross.	Leather:—	
Jean.....	7½ per cent.	And all manufactures thereof, or of which it is the material of chief value, not otherwise specified.....	35 per cent.
Jellies and all other similar preparations.....	30 per cent.	Sole.....	6 cents per lb.
Jerk beef.....	2 cents per lb.	Upper, not otherwise specified.....	8 cents per lb.
Jet, real.....	7½ per cent.	Patent.....	35 per cent.
Jet, if composition.....	20 per cent.	Leaves, palm.....	freec.
Jet stones.....	25 per cent.	Leeches.....	ditto.
Jet beads.....	20 per cent.	Lees, wine, liquid.....	20 per cent.
Jewellery.....	25 per cent.	— wine, crystallized, or crude tartar.....	freec.
Jewellery, false, so called.....	25 per cent.	Leghorn hats, or bonnets, and all hats or bonnets of straw, chip, or grass, and flats, braids, crowns or brims, or plaits.....	35 per cent.
Joints, India.....	freec.	Lemons, in bulk.....	freec.
Jotic or jua light.....	ditto.	— in boxes, barrels, or casks.....	20 per cent.
Juniper berries.....	25 per cent.	— juice and peel.....	ditto.
— plants.....	freec.	Lime, chloride of.....	1 cent per lb.
Junk, old.....	ditto.	Limes, in bulk.....	freec.
Jute matting.....	25 per cent.	Lime, juice.....	20 per cent.
Kelp.....	freec.	Limes, fishing.....	6 cents per lb.
Kentledge.....	1 cent per lb.	Linens, bleached and unbleached.....	25 per cent.
Kermes.....	freec.	— all manufactures of, not otherwise specified.....	ditto.
Kerates.....	ditto.	Linen canvass, black, in stripes or patterns, of the size exclusively for buttons, shoes, or boots.....	5 per cent.
Kettles, brass, in nests.....	12 cents per lb.	Linsed.....	ditto.
— cast iron.....	1½ cent per lb.	— rakes.....	20 per cent.
Kilmarnock caps.....	30 per cent.	— meal.....	ditto.
Kirchenwasser.....	60 cents per gallon.	— oil.....	25 cents per gallon.
Knitting needles.....	20 per cent.	Lint.....	25 per cent.
Knobs, glass, with brass, iron, steel, or composition shanks.....	25 per cent.	Liqueurs, or cordials, all.....	60 cents per gallon.
Knots and stars of gold and silver, fine or half fine.....	15 per cent.	Liquorice.....	20 per cent.
Labels, printed.....	12½ cents per lb.	— paste, root, and juice.....	ditto.
Lac dye.....	freec.	Litharge.....	4 cents per lb.
Lac spirits.....	20 per cent.	Loadstones.....	20 per cent.
Lace, viz:—		Lotions, all cosmetic.....	25 per cent.
All kinds of, made into wearing apparel.....	40 per cent.	Looking-glasses, viz:— plates, if silvered.....	36 per cent.
Bobbinet.....	20 per cent.	Lustres, glass, cut.....	45 cents per lb.
Coach.....	35 per cent.	Macaroni.....	30 per cent.
Gold.....	15 per cent.	Mace.....	50 cents per lb.
Plated or mi fin.....	ditto.	Machinery, models of, and other inventions.....	freec.
Silver.....	ditto.	Macarrel, pickled.....	1 dlr. 50 cts. per brl.
Silk.....	2 dls. 50 cts. per lb.	Madder.....	ditto.
Shades.....	ditto.	Mahogany.....	15 per cent.
Shawls.....	15 per cent.	Malt.....	20 per cent.
Laces, all thread.....	20 per cent.	Manufactured tobacco, other than snuff and cigars.....	10 cents per lb.
— edgings.....	20 per cent.	Manufactures, viz:—	
— insertings, thread.....	15 per cent.	Of the United States and its territories.....	freec.
— insertings, cotton.....	20 per cent.	All of the United States brought back.....	ditto.
— gimp, cotton.....	ditto.	Of iron, partly finished, liable to the same rates of duty as if entirely finished.....	
— quillings, cotton.....	ditto.	Of wood, not otherwise specified..	30 per cent.
— tatting, cotton.....	ditto.	Of copper, not otherwise specified	ditto.
— purling, cotton.....	ditto.	Of hemp, not otherwise specified.	20 per cent.
— bobbinet veils, cotton.....	ditto.	Of all vessels and wares of cut glass, when the cutting on the articles does not exceed one-third the height or length thereof, 25 cents per lb.; exceeding one-third and not exceeding one-half, 30 cents per lb.; exceeding one-half.....	45 cents per lb.
— handkerchiefs.....	20 per cent.		(continued)
— veils.....	ditto.		
Laced boots or bootess.....	1 dlr. 25 cts. per pair.		
Lacets, or lacings, silk.....	2 dls. 50 cts. per lb.		
Lamp hooks.....	30 per cent.		
— pulleys, brass, copper, or iron.....	• ditto.		
— pulleys, wood.....	ditto.		
— cut glass.....	45 per cent.		
Lancet cases, shagreen.....	20 per cent.		
Lantern leaves, or horn plates.....	ditto.		
Lapis calamaris.....	ditto.		
Lard.....	3 per cents per lb.		
Lasting, in stripes or patterns of the size and shape for buttons, shoes, or bootess.....	5 per cent.		
Lead, viz:—			
All manufactures of, not otherwise specified.....	4 cents per lb.		

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Manufactures (continued):—		Nitrate of potash, or saltpetre unrefined.....	free.
Of flax, not otherwise specified..	35 per cent.	Nitrate of potash, or saltpetre refined	2 cents per lb.
Of leather, not otherwise specified	35 per cent.	Nitrate of potash, partially refined...	4 cent per lb.
Of flax, viz.: buckram, burlaps, canvass padding, crinquillas, dowlas, diapers, damask Meslans, Osnaburges, platillas, sheetings, shirrings, sackings, Tickenbergs, table linen.....	25 per cent. 30 per cent.	Nitre muriate, tin.....	30 per cent.
Of marble.....		— refined.....	2 cents per lb.
All of silk, or which silk shall be a component part, coming from beyond the Cape of Good Hope, not otherwise enumerated.....	2 dls. 50 cts. per lb.	— unrefined.....	free.
All other, of silk, or of which silk is the "component material of chief value".....	ditto.	Nutgalls.....	ditto.
All other, of combed wool or worsted, or worsted and silk combined.....	30 per cent.	Nutmegs.....	30 cents per lb.
All, not otherwise specified, made of brass, iron, pewter, steel, or tin, or of which either of these metals is a component material.	ditto.	Nuts used in dyeing.....	free.
Of wool, or of which wool shall be a component part.....	40 per cent.	Nuts all not specially mentioned.....	1 cent per lb.
Maps.....	30 per cent.	Oakum and junk.....	ditto.
Marble unmanufactured.....	25 per cent.	Oats.....	10 cents per bushel.
Marrow.....	10 per cent.	Ochre, dry.....	1 cent per lb.
Mastic.....	free.	Ochres, all, or ochry earths, used in painters' colours, when dry.....	ditto.
Matches for pocket lights.....	30 per cent.	Ochres, all, or ochry earths in oil.....	14 cent per lb.
Mathematical instruments, viz.:—		Ochre in oil.....	ditto.
Specially imported.....	free.	Oil, viz.:—	
All of bone.....	20 per cent.	Cakes.....	20 per cent.
All of ivory.....	ditto.	Cloth, furniture of cotton or Canton flannel.....	10 cents per sq. yd.
Meal, cassada, linseed, or oat.....	25 per cent.	Cloth, furniture, other.....	10 cents per sq. yd.
Meats, prepared.....	free.	Cloth, medicated.....	124 cents per sq. yd.
Medals, specially imported.....	20 per cent.	Cloth aprons.....	50 per cent.
Medicinal drugs, all kinds of, not otherwise specified.....	5 per cent.	Of almonds.....	9 cents per lb.
Mercury, or quicksilver.....	25 per cent.	Bears.....	25 per cent.
— cinnabar, iodine, and prussiate of — all preparations of.....	ditto.	Of cloven.....	30 cents per lb.
Metallic slates.....	25 per cent.	Palm bean and palm.....	free.
Merino shawls (so called), body worsted or combed wool.....	20 per cent.	And all essential oils not used principally as perfumes.....	20 per cent.
— ditto, border woollen, fringe sewed on.....	40 per cent.	And all other essential oils, used principally in perfumes.....	25 per cent.
— ditto, entirely of combed wool.....	30 per cent.	Oil of Ricini, or Palma Christi.....	40 cents per gallon.
— ditto, wool, not combed, being a component part.....	40 per cent.	Oils, viz.:—	
Millepedes.....	20 per cent.	Castor.....	ditto.
Mill saws.....	100 cents each.	Hemp seed.....	25 cents per gallon.
Miniatures.....	20 per cent.	Linseed.....	ditto.
Modelling, specially imported.....	free.	Olive, in casks.....	ditto.
Modelling, not specially imported, according to the materials of which they are composed.....	ditto.	Olive, in bottles or flasks.....	30 per cent.
Models of invention.....	ditto.	Oil, olive, not salad, and not otherwise specified.....	20 per cent.
— of machinery.....	1 cent per lb.	Rape seed.....	25 cents per gallon.
Mohair, unmanufactured.....	44 mills per lb.	Salad.....	30 per cent.
Molasses.....	2 dls. 50 cts. per doz.	Spermaceti, of foreign fishing.....	25 cents per gallon.
Morocco skins.....	10 cents per lb.	Fish, and all other of American fisheries, all articles the production of said fisheries.....	free.
Moss for beds.....	free.	Of Vitriol.....	1 cent per lb.
Mother of pearl.....	74 per cent.	Whale and other (not sperm) of foreign fishing.....	15 cents per gallon.
Mosses, real or imitation, set or not set.....	free.	Old lead, fit only to be re-manufactured.....	14 cent per lb.
Mother of pearl shells.....	20 per cent.	— pewter, fit only to be re-manufactured.....	free.
Mother of pearl, articles made of, not otherwise enumerated.....	15 per cent.	— silver, fit only to be re-manufactured.....	ditto.
Musical instrument strings.....	30 per cent.	Olives.....	30 per cent.
Musbrooms.....	20 per cent.	Onions.....	20 per cent.
Muskets.....	1 dlr. 50 c. per stand.	Opium.....	75 cents per lb.
Mustard, including the bottles.....	25 per cent.	Oranges.....	free.
— seed.....	5 per cent.	— in boxes, barrels, or casks.....	20 per cent.
Nails, viz.:—		Orange bitters.....	ditto.
Copper.....	4 cents per lb.	— peel.....	ditto.
Composition.....	30 per cent.	— flower water.....	25 per cent.
Nail rods and plates.....	24 cents per lb.	Orchilli, or orchello.....	20 per cent.
Nankeen shoes and slippers.....	25 cents per pair	Ore, specimens of.....	ditto.
Narcotine.....	20 per cent.	Oysters.....	ditto.
Needles, all kinds.....	ditto.	Packthread.....	6 cents per lb.
Neets, brass kettles in.....	12 cents per lb.	Painted floor-cloths, all.....	40 per cent.
Nests, birds.....	20 per cent.	Paintings, the productions of American artists residing abroad.....	35 cents per sq. yd.
Nickel.....	free.	Paintings.....	free.
		— on glass or porcelain.....	20 per cent.
		Paints, not enumerated:—	30 per cent.
		Frankfort black.....	20 per cent.
		French green.....	ditto.
		Chalk.....	ditto.
		Red lead.....	4 cents per lb.
		Spaniah brown, dry.....	1 cent per lb.
		— in oil.....	14 ditto.
		White lead.....	4 cents per lb.
		Painters' colours.....	20 per cent.

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ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Palm leaves, unmanufactured.....	free.	Pins, pound.....	20 cents per lb.
Pamphlets, in English, Latin, or Greek, by the pound, as books.		Pipes, viz. :—	
Plt saws.....	1 dollar each.	— clay, smoking.....	30 per cent.
Paper, unenumerated.....	15 cents per lb.	Planks, wrought.....	ditto.
— bank folio and quarto post of all kinds, letter and bank note.....	17 cents per lb.	— rough.....	20 per cent.
— copper-plate, blotting, copying, coloured for labels and needles, marble and fancy coloured.....	12½ cents per lb.	Plants.....	free.
— glass, Morocco, sand, and tissue.....	ditto.	Plated wares of all kinds, not otherwise specified.....	30 per cent.
— pot.....	15 cents per lb.	Platina, unmanufactured.....	25 cents per pack.
— pasteboard, pressing boards, gold in sheets or strips.....	12½ cents per lb.	Playing cards.....	25 per cent.
— coloured, copperplate, printing, or stainers.....	10 cents per lb.	Plumes, ornamental, whether manufactured or not.....	25 per cent.
— binders' boards, box boards, mill board, paper makers' boards, sheathing, wrapping, and cart-ridge.....	3 cents per lb.	Pocket bottles, green glass (See Bottles).	
— envelope and fancy note.....	30 per cent.	Polishing stones.....	free.
— music, with lines, and gilt or metal, not gold or silver.....	25 per cent.	Pomegranates.....	20 per cent.
— screens or fireboards.....	35 per cent.	Pomegranate peel.....	ditto.
— counting-house boxes.....	25 per cent.	Porcelain.....	30 per cent.
— ditto, if mounted.....	30 per cent.	Pork.....	2 cents per lb.
— boxes.....	25 per cent.	Porphyry.....	30 per cent.
— hangings.....	35 per cent.	Porter in bottles, no duty on the bottles	20 cents per gallon.
— instands, with glass bottles.....	30 per cent.	— imported otherwise than in bottles	15 cents per gallon.
— ditto, with earthen bottles.....	ditto.	Potatoes.....	10 cents per bushel.
— machines.....	ditto.	Poultry or game, prepared.....	25 per cent.
— pin cases.....	25 per cent.	Pound ribbon.....	2 dms. 50 cts. per lb.
— ditto, mounted or ornamented with metal.....	30 per cent.	Powders, pastes, bulls, balsams, ointments, oils, waters, washes, tinctures, essences, or other preparations or compositions, commonly called sweet scents, odours, perfumes, or cosmetics; and all powders and preparations for the teeth or gums.....	25 per cent.
— segars.....	40 cents per lb.	Precious stones, of all kinds, and articles composed wholly of precious stones.....	7 per cent.
— snuff boxes.....	25 per cent.	— do. glass, imitation of.....	7½ per cent.
Parchment.....	ditto.	— do. other imitations of.....	ditto.
Paris white, dry.....	1 cent per lb.	Preparations, anatomical.....	free.
Paste, viz. :—		— chemical, not otherwise enumerated.....	20 per cent.
— Gigners.....	30 per cent.	Preserves, in molasses, and all others	25 per cent.
— Jujube.....	25 per cent.	Produce, of the growth, manufacture, or fisheries of the United States and its territories.....	free.
— Brazil, almond, and perfumed.....	ditto.	— or growth, all of the United States, not otherwise mentioned, brought back.....	ditto.
Paste work that is set in gold or silver	7½ per cent.	Prunes.....	3 cents per lb.
imitation of precious stones.....	1 cent per lb.	Pumice stone.....	20 per cent.
Pastel or voad.....	free.	Putty.....	1½ cent per lb.
Pearl, mother of.....	7 per cent.	Quassia wood, in logs.....	5 per cent.
Pearls, set or not set.....	ditto.	Quilla, unprepared.....	15 per cent.
— all articles composed wholly of composition.....	7½ per cent.	Quinine.....	40 cents per ounce.
Pean.....	20 per cent.	— sulphate of.....	ditto.
Pens, metallic.....	25 per cent.	Rage, of any kind of cloth.....	½ cent per lb.
— Quills.....	5 cents per lb.	Raisins, muscatel or bloom, in boxes or jars.....	3 cents per lb.
Pepper, black.....	10 cents per lb.	Raisins, all others.....	20 per cent.
— white.....	ditto.	Rape of grapes.....	60 cents per gallon.
Cayenne.....	10 cents per lb.	Ratifa (a liquor).....	free.
Chili or African.....	ditto.	Rattans, unmanufactured.....	
Perfumery phials and bottles, uncut.	3 dollars per gross.	Raw silk, comprehending all silks in the gum, whether in hanks, reeled, or otherwise	50 cents per lb.
Perfumes.....	25 per cent.	Ready made clothing.....	50 per cent.
Perry.....	60 cents per gallon.	Red, viz. :—	
Peruvian bark.....	free.	— Lead, dry.....	4 cents per lb.
Pewter, old, fit only to be re-manufactured.....	ditto.	— Ditto, ground in oil.....	ditto.
— articles of, not enumerated, manufactured from, or of, which pewter is a component part.....	30 per cent.	Sanders.....	free.
Phosphorus lights, in glass bottles, with paper cases.....	ditto.	— Or crude tartar, or wine lees.....	ditto.
Pickled fish, other than mackerel and salmon.....	1 dollar per barrel.	Precipitate.....	25 per cent.
Pickled herring.....	1 dlr. 50 cts. per brl.	Venetian, dry.....	1 cent per lb.
— mackerel.....	30 per cent.	— Ditto, ground in oil.....	1½ cent per lb.
— salmon.....	2 dollars per barrel.	— Wood, and red sanders wood.....	free.
Pickles.....	60 per cent.	Reeds, unmanufactured.....	ditto.
Pigs, brass.....	free.	— manufactured.....	30 per cent.
— copper in.....	ditto.	Reindeer tongues.....	30 per cent.
— lead in.....	3 cents per lb.	Resin.....	ditto.
— tin in.....	1 per cent.	— or nux vomica.....	free.
Pimento.....	5 cents per lb.	Returned cargo of American growth or manufacture.....	ditto.
Pins, solid headed, and all other package pins, not exceeding 5000 to the pack of twelve papers.....	40 cents per pack.		
And in the same proportion for a greater quantity.			

(continued)

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Returned cargo of foreign growth or manufacture, according to the material of which it is composed; and is liable to the same duty as on its first importation.		<i>Silks (continued):—</i>	
Rhubarb.....	free.	Raw, comprehending all in the gum, whether in hanks, reeled, or otherwise.....	50 cents per lb.
Rice.....	20 per cent.	Sewing.....	2 dollars per lb.
Rides.....	2 dls. 50 cts. each.	Aprons, collars, cuffs, chemisettes, turbans, mantillas, and pelles-rines.....	80 per cent.
Rockelle salts.....	20 per cent.	Brutia and other, raw.....	50 cents per lb.
— or common salt.....	8 cents per bushel.	Silk and worsted Valenciennes.....	30 per cent.
Rods, braziers', of three-sixteenths to ten-sixteenths of an inch diameter, inclusive.....	2½ cents per lb.	Ditto ditto tollenets.....	ditto.
Roman cement.....	20 per cent.	Ditto ditto crape de Lyons..	ditto.
— vitriol.....	2 cents per lb.	Ditto ditto shawls.....	ditto.
Rope, made of hides, cut in strips.....	20 per cent.	Ditto ditto manufactures of..	ditto.
— or cordage of cocoa-nut hulls.....	4½ cents per lb.	Silk and cotton vesting.....	2 dls. 50 cts. per lb.
Roots, aya and madder.....	free.	Bolting cloths.....	20 per cent.
— all, not otherwise enumerated.....	20 per cent.	Bobbin.....	2 dls. 50 cts. per lb.
Rosewood.....	15 per cent.	Braids.....	ditto.
Rowin.....	20 per cent.	Caps, if entirely of silk.....	30 per cent.
Rosolio, a cordial.....	60 cents per gallon.	Cords.....	2 dls. 50 cts. per lb.
Rotten stone.....	free.	Curls.....	30 per cent.
Rum, viz.:—		Floss, and other similar, purified from the gum.....	25 per cent.
First proof.....	60 cents per gallon.	Frizettes.....	30 per cent.
Second ditto.....	ditto.	Garters, with wires and clasps.....	35 per cent.
Third ditto.....	65 cents per gallon.	Gloves.....	2 dls. 50 cts. per lb.
Fourth ditto.....	70 cents per gallon.	Hats or bonnets for women.....	2 dls. 50 cts. per lb.
Fifth ditto.....	75 cents per gallon.	Handkerchiefs.....	ditto.
Above fifth proof.....	90 cents per gallon.	Hose.....	ditto.
— bay, or bay water.....	25 per cent.	Lace.....	ditto.
— cherry.....	60 cents per gallon.	Mitts.....	ditto.
Russia crush, hemp.....	20 per cent.	Manufactures with gold or silver, or other metal.....	30 per cent.
Rye.....	15 cents per bushel.	Pongee, white.....	1 dlr. 50 cts. per lb.
Saccharum natural.....	4 cents per lb.	Ornaments, for head-dresser.....	30 per cent.
Saddlery, silver, silver plated, brass, steel, common tinned, or japanned.....	20 per cent.	Oil-cloth.....	2 dls. 50 cts. per lb.
Saddles.....	35 per cent.	Suspenders.....	35 per cent.
Sago.....	20 per cent.	Stocks.....	50 per cent.
Sal Nitre, or saltpetre, or nitrate of potash, crude.....	free.	Stockings.....	2 dls. 50 cts. per lb.
— or saltpetre refined.....	2 cents per lb.	Twist, if mohair.....	2 dollars per lb.
— partially refined.....	½ cent per lb.	Watch chains or ribbons.....	2 dls. 50 cts. per lb.
Salmon, pickled.....	2 dollars per barrel.	Webbing.....	ditto.
— dry or smoked.....	1 dollar per 112 lbs.	All other apices made up by hand, in whole or part, not otherwise provided for.....	30 per cent.
Salt.....	8 cents per 56 lbs.	Silver bullion, coin, epaulettes, and wings.....	free.
— crude mineral salt.....	20 per cent.	— all manufactures of, not otherwise specified.....	30 per cent.
Salts, viz.:—		— plated metal, in sheets.....	ditto.
All chemical salts not enumerated.....	ditto.	— German, in sheets, or otherwise manufactured.....	ditto.
Salted skivers.....	5 per cent.	Syrup of sugar cane, in casks.....	2½ cents per lb.
— roans.....	ditto.	Skivers, tanned.....	2 dollars per dozen.
Saltpetre, or sal nitre, or nitrate of potash, crude.....	free.	— pickled.....	20 per cent.
— refined.....	2 cents per lb.	Skins, viz.:—	
— partially refined.....	½ cent per lb.	Pickled, in casks.....	ditto.
Sandara wood.....	ditto.	Of all kinds in the hair, dried, raw or unmanufactured.....	5 per cent.
Sandal wood.....	20 per cent.	Calf and seal, tanned and dressed.....	5 dollars per dozen.
Sardines, in barrels.....	100 cents per barrel.	Fish, for saddlers, &c.....	20 per cent.
— in kegs.....	20 per cent.	Fur, raw or undressed.....	5 per cent.
— and other fish, in oil.....	ditto.	Fur, dressed.....	25 dollars per cent.
Saranparilla.....	free.	White, for druggists.....	1 dlr. 50 cts. per doz.
Satin wood.....	15 per cent.	Dressed with alum only.....	75 cents per dozen.
Satins, figured, when in strips exclusively for buttons.....	5 per cent.	Sheep, tanned or dressed.....	2 dollars per dozen.
Saures, all kinds not otherwise enumerated.....	30 per cent.	Goat or Morocco, tanned and dressed.....	2 dls. 50 cts. per doz.
Sausages.....	25 per cent.	Kid, tanned and dressed.....	1 dlr. 50 cts. per doz.
Saws, cross-cut and pit.....	1 dollar each.	Goat and sheep, tanned and not dressed.....	1 dollar per dozen.
Scantling.....	30 per cent.	Kid and lamb, tanned and not dressed.....	75 cents per dozen.
— and sawed timber, not planed or wrought into shape for use.....	20 per cent.	Tanned and dressed, otherwise than in colours, viz.:—fawn, kid, and lamb, known as chamois.....	1 dollar per dozen.
Scrap lead.....	1½ cent per lb.	— with wool upon them, the wool to pay the same duty as when otherwise imported.....	
Screws, brass.....	80 cents per lb.	Slates of all kinds.....	25 per cent.
Seines and nets.....	7 cents per lb.	Slate pencils.....	30 per cent.
Segaw, all kinds.....	40 cents per lb.	Sledges, blacksmiths'.....	2½ cents per lb.
Shadocks.....	free.	— other.....	ditto.
Shell boxes and baskets, not otherwise enumerated.....	25 per cent.	Slick stones.....	20 per cent.
— turtle or tortoise.....	5 per cent.		
Shellac.....	free.		
Shells, not enumerated.....	20 per cent.		
Shiks, viz.:—			
All manufactures of, not otherwise specified.....	2 dollars 50 cents per lb. of 16 ounces.		

(continued)

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Slippers, viz.:—		Squills or scilla.....	30 per cent.
For children.....	15 cents per pair.	Starch.....	2 cents per lb.
Not for children, leather or pru-		Statuary, all the production of Ame-	free.
ella.....	30 cents per pair.	rican artists residing abroad.....	ditto.
Smalls.....	20 per cent.	Statues, and specimens of statuary,	ditto.
Snuff.....	12 cents per lb.	specially imported.....	30 per cent.
Soaps, viz.:—		— ditto. ditto. ditto.	ditto.
Fancy, all.....	30 per cent.	not specially imported.....	30 per cent.
Hard, all other.....	4 cents per lb.	Staves.....	ditto.
Naples.....	30 per cent.	— rough.....	20 per cent.
Perfumed, all.....	ditto.	Steel, viz.:—	
Shaving.....	ditto.	Cast, shear, and German, in bars	1 dir. 50cts. pr. 112 lbs.
Soft, all.....	50 cents per barrel.	Wire, not exceeding No. 14.....	5 cents per lb.
Turpentine, or common.....	4 cents per lb.	Do. over No. 14, and not ex-	
Wash balls.....	20 per cent.	ceeding No. 25.....	8 cents per lb.
Windsor.....	ditto.	Do. exceeding No. 25.....	11 cents per lb.
Soap stocks and stuffs.....	10 per cent.	In bars, all other.....	2 dir. 50cts. pr. 112 lbs.
Soda, ash.....	5 per cent.	Chains.....	30 per cent.
— all carbonate of, except soda		Pins.....	25 per cent.
ash, barilla and kelp.....	20 per cent.	Cutting knives, scythes, sickles,	
Soles, felt.....	40 per cent.	ripping hooks, spades, and	
Soy.....	30 per cent.	shovels.....	30 per cent.
Spanish brown, dry.....	1 cent per lb.	All articles not enumerated, ma-	
— do. ground in oil.....	1½ cent per lb.	nufactured from steel, or which	
— flies or cantharides.....	free.	steel is a component part.....	ditto.
Spars, unwrought.....	30 per cent.	Stereotype plates.....	25 per cent.
Sparteria or sparterie, or willow		Stone ware, and all other ware com-	
sheets for hats.....	35 per cent.	posed of earth or mineral sub-	
Spartatene, or coral.....	20 per cent.	stances, whether gilt, painted,	
Special importations, viz.:—		printed, or glazed.....	30 per cent.
Philosophical apparatus, instru-		Stones, viz.:—	
ments, books, maps, charts, sta-		Bristol.....	7 per cent.
tuaries, busts, and casts of		Polishing.....	free.
marble, bronze, Alabaster,		Rurr, unwrought.....	ditto.
or plaster of Paris, paintings,		Do. wrought.....	20 per cent.
drawings, engravings, etchings,		Caustic.....	ditto.
specimens of sculpture, cabinets		Cornelian.....	7 per cent.
of coins, medallions, gems, and		Garnet.....	ditto.
all other collections of antiquities;		Grind.....	free.
provided the same be specially		Lead.....	30 per cent.
imported in good faith, for the		Marbles.....	ditto.
use of any society, incorporated		Mill.....	20 per cent.
or established for philosophical		Not merchantable, for ballast...	ditto.
or literary purposes, or for the		Ochre, as other ochre.....	ditto.
encouragement of the fine arts,		Oil.....	ditto.
or for the use and by the order		Pumice.....	ditto.
of any college, academy, school,		Precious.....	7 per cent.
or seminary of learning, in the		Rotten.....	free.
United States.....	free.	Rag, and sand.....	20 per cent.
Specimens, viz.:—		— touch and whet.....	ditto.
Of anatomical preparations.....	ditto.	Storax or Syrax.....	ditto.
In botany.....	ditto.	Straining web.....	25 per cent.
In mineralogy.....	ditto.	Straw carpets and straw carpeting...	ditto.
In natural history.....	ditto.	— for hats, in its natural state.....	35 per cent.
Of, in sculpture, specially im-	ditto.	Strontian.....	20 per cent.
ported.....		Stuff goods, all kinds of worsted...	30 per cent.
Of sculpture, not specially im-		To come under the denomination	
ported, duty according to the		of "Worsted stuff goods," the	
materials they are composed of...		articles must be composed entirely	
Spectacle glasses, not set.....	2 dollars per gross.	of worsted; and be of that class	
— do. pebble, not set.....	ditto.	of goods, well known and under-	
Spirits distilled from grain, viz.:—		stood by merchants as coming	
First proof.....	60 cents per gallon.	under the denomination of "Wor-	
Second do.....	ditto.	sted stuff goods," namely, such as	
Third do.....	65 cents per gallon.	worsted plaids, bombazetts, and	
Fourth do.....	70 cents per gallon.	the like.	
Fifth do.....	75 cents per gallon.	Sublimate, corrosive.....	25 per cent.
Above fifth do.....	90 cents per gallon.	Succory.....	ditto.
— distilled from other materials		Sugar, viz.:—	
than grain, viz.:—		Brown, raw.....	2½ cents per lb.
First proof.....	60 cents per gallon.	Candy.....	6 cents per lb.
Second do.....	ditto.	Loaf.....	ditto.
Third do.....	65 cents per gallon.	Lump.....	ditto.
Fourth do.....	70 cents per gallon.	White, clayed.....	4 cents per lb.
Fifth do.....	75 cents per gallon.	Of lead.....	ditto.
Fifth do, all above.....	90 cents per gallon.	Syrup of.....	2½ cents per lb.
Sponges.....	20 per cent.	Brown, clayed.....	ditto.
Spunk.....	ditto.	All other, not refined.....	4 cents per lb.
Spigs, not exceeding sixteen ounces		Refined.....	6 cents per lb.
to the 1000.....	5 cents per 1000	Moulds, hooped or not.....	30 per cent.
— exceeding sixteen ounces to the		Tongs, gold and silver.....	ditto.
1000.....	5 cents per lb.	— plated.....	ditto.
Square wire, used for the manufac-		— washed.....	ditto.
ture of stretchers for umbrellas,		Sulphate of copper, or blue or Ro-	
and cut in pieces not exceeding		man vitriol.....	4 cents per lb.
the length used therefore.....	12½ per cent.	— sulphate of quinine.....	40 cents per ounce.

(continued)

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Sulphur, for flour, or flour of sulphur.....	free.	Tools and implements of trade of persons arriving in the United States..	free.
Sumac.....	ditto.	Tortoiseshell.....	5 per cent.
Super acetate of lead, or sugar of lead.....	4 cents per lb.	Touchstones.....	20 per cent.
Swans, down of.....	25 per cent.	Tow, flax or hemp.....	20 dollars per ton.
Sweetmeats or conmits, all.....	ditto.	— sacking, flax.....	25 per cent.
Table covers, all cloth.....	16 cents per sq. yd.	Toys, of every description.....	30 per cent.
— mats, oil or floor cloth.....	25 per cent.	Tragacanth, gum.....	free.
— mats, if wool be a component part.....	ditto.	Treacle, molasses.....	4½ mills per lb.
Tables, with marble tops, slabs, or ornaments.....	30 per cent.	Trees.....	free.
Talc.....	20 per cent.	Truffles, vegetable.....	20 per cent.
Tallow.....	1 cent per lb.	— earthen.....	30 per cent.
— candles.....	4 cents per lb.	Trusses, with iron or steel springs of more value than the leather.....	35 per cent.
Tamarinds, preserved in sugar or brandy.....	25 per cent.	Trusses, if leather be the material of chief value.....	ditto.
Tamarinds.....	20 per cent.	Turmeric.....	free.
Tapers, paper, with cotton wick and wax.....	30 per cent.	Turquoises.....	7 per cent.
Tapica.....	20 per cent.	Turpentine, spirits of.....	10 cents per gallon.
Tares.....	ditto.	Turtles.....	25 per cent.
Tar, Barbadoes and coal.....	ditto.	Twist, cotton.....	2 dollars per lb.
Tarpaulings.....	25 per cent.	— mohair and silk.....	25 per cent.
Tartar, cream of, and crude.....	free.	Types, new or old.....	ditto.
— red crude.....	ditto.	Type, metal.....	free.
Tees of all kinds, imported from China, or other place, east of the Cape of Good Hope, and in vessels of the United States.....	ditto.	Vanilla, plants of.....	20 per cent.
— imported from places this side of the Cape of Good Hope.....	20 per cent.	Vanilla, beans.....	ditto.
— when imported in American vessels, from the place of their growth.....	free.	Varnishes of all kinds.....	30 per cent.
Teazles.....	30 per cent.	Vases, porcelain, containing flowers with stands—the vases pay.....	ditto.
Teeth, elephants.....	free.	The stands.....	20 per cent.
Teeth, other.....	5 per cent.	Vegetables of all kinds, not enumerated.....	free.
Terraglin, a kind of coral.....	20 per cent.	Vegetables, if principally used in dyeing, or in composing dyes.....	25 per cent.
Terra-japonica, or japanica.....	ditto.	Vellum.....	1 cent per lb.
Terra de Sienna, dry.....	1 cent per lb.	Venetian red, dry.....	1½ cent per lb.
— in oil.....	1½ cent per lb.	— in oil.....	20 per cent.
Terne plates.....	2½ per cent.	Venison hams.....	30 per cent.
Teutenague.....	free.	Vermicelli.....	30 per cent.
Thermometers, telescopes, magic, and other lanterns; and similar articles composed of tin, glass, wood, brass, or copper.....	30 per cent.	Vermilion.....	20 per cent.
Thibet, cashmere of.....	20 per cent.	Vinellas.....	ditto.
— shawls, wool or goats' hair.....	ditto.	Vinegar.....	8 cents per gallon.
— shawls, entirely of combed wool.....	ditto.	Vitriol, oil of, or sulphuric acid.....	1 cent per lb.
— shawls, body cotton, with worsted fringe (as cottons).....	ditto.	— blue or Roman, or sulphate of copper.....	4 cents per lb.
Thor marine, a small fish.....	100 cents per barrel	— green.....	2 cents per lb.
Thrown silk, or raw.....	50 cents per lb.	Wafers.....	25 per cent.
Timber, hewn or sawed.....	30 per cent.	Waste or shoddy.....	½ cent per lb.
— for wharfs.....	20 per cent.	Watches and parts thereof.....	7½ per cent.
Timepieces.....	25 per cent.	Watch crystals, when not set.....	2 dollars per gross
Tin, viz.:—		Water, viz.:—	
In bars, or block, or pigs.....	1 per cent.	Wheels of iron.....	1 cent per lb.
Crystals of.....	20 per cent.	Colours.....	20 per cent.
Foil.....	2½ per cent.	Wax, viz.:—	
Grain.....	20 per cent.	Sealing.....	25 per cent.
Granulated.....	ditto.	Shoemakers'.....	15 per cent.
In plates or sheets.....	2½ per cent.	Wearing apparel of persons arriving in the United States in actual use.....	free.
All manufactures of, not enumerated, or of which tin is a component part.....	30 per cent.	Wearing apparel, new.....	50 per cent.
Tinical or borax.....	25 per cent.	Wedgwood.....	30 per cent.
Tincture, bark, and other medicinal.....	ditto.	Weights, cast iron, with or without rings of wrought iron affixed to them.....	1 cent per lb.
Tips of horns or bone.....	5 per cent.	— lead.....	4 cents per lb.
— and runners for parasols and umbrellas, metal.....	30 per cent.	Weld.....	free.
Tippets, if so made as to be classed as military.....	35 per cent.	Whalebone, the produce of foreign fishing.....	12½ per cent.
Tippets, fur.....	ditto.	— of American fishing.....	free.
Tobacco, manufactured, other than snuff and cigars.....	10 cents per lb.	Wheat.....	25 cents per bushel.
— leaves, or unmanufactured.....	20 per cent.	— flour.....	75 cents per 112 lbs.
Tongues, reindeer.....	ditto.	Whiskey, viz.:—	
— sounds (fish).....	ditto.	First proof.....	60 cents per gallon.
— neat, smoked.....	ditto.	Second ditto.....	ditto.
Tonka, Tonga, Tongva, or Tonqua beans.....	ditto.	Third ditto.....	65 cents per gallon.
		Fourth ditto.....	70 cents per gallon.
		Fifth ditto.....	75 cents per gallon.
		Fifth ditto, all above.....	90 cents per gallon.
		Whiting.....	1 cent per lb.
		— ground in oil.....	1½ cent per lb.
		Wild silk.....	50 cents per lb.
		Willow sheets, for hats.....	35 per cent.
		— for making baskets or covering demijohns.....	ditto.
		Wines, viz.:—	
		Burgundy, in bottles.....	35 cents per gallon.

(continued)

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
<i>Wines (continued):—</i>		Wool, Angora, goat or camel's hair ..	1 cent per lb.
Burgundy, in casks	15 cents per gallon.	— carded, considered as unmanu-	
Canary, in casks or bottles	60 cents per gallon.	— factured, according to cost.	
Champagne, in bottles or casks	40 cents per gallon.	— red, natural	25 per cent.
Claret, in bottles	35 cents per gallon.	— hats	18 cents each.
Ditto, in casks	6 cents per gallon.	— unmanufactured, the value	
Madeira, in casks or bottles	60 cents per gallon.	— whereof, at the place of expo-	
Oporto, in bottles	35 cents per gallon.	— ration, shall not exceed 7 cents	
Ditto, in casks	15 cents per gallon.	— per lb.	5 per cent.
Sherry, in casks or bottles	60 cents per gallon.	— all other unmanufactured (<i>See</i>	20 per cent and
St. Lucar, in casks or bottles	ditto.	— Act 1, clause 1.)	8 cents per lb.
Sicily, Madeira, in casks or bottles	25 cents per gallon.	Wool on the skin, subject to the	
All other, of Sicily, in casks or		— same duty as other wool.	
bottles	15 cents per gallon.	— all manufactures of, or of which	
Teneriffe, in casks or bottles	20 cents per gallon.	— wool is a component part, not	
Of all countries in bottles, unless		— otherwise specified	40 per cent.
— specially enumerated	65 cents per gallon.	Woolen, hosiery and tippets	30 per cent.
Ditto, in casks unless specially		— yarn	ditto.
— enumerated	25 cents per gallon.	Worsted, viz.:—	
White, in casks, not enumerated,		— Stuff, all piece goods and manu-	
of France, Austria, Prussia,		— factures of, enumerated, in-	
Sardinia, and of Portugal and		— cluding twist and hosiery	30 per cent.
its possessions, in casks	7½ cents per gallon.	— and silk shawls	ditto.
Ditto, in bottles	20 cents per gallon.	— and silk manufactures of	35 per cent.
Red, in casks	20 cents per gallon.	— braces	30 per cent.
Ditto, in bottles	6 cents per gallon.	— twist	ditto.
White and red, not enumerated		— Valenciennes	ditto.
of Spain, Germany, and the		— wave pantaloons	ditto.
Mediterranean, in casks	12½ cents per gallon.	Yarn, cotton, bleached or coloured,	
Do. do. do. in bottles	20 cents per gallon.	— the original cost of which shall	
Of the Mediterranean, in casks	12½ cents per gallon.	— be less than 75 cents per lb., shall	
Bottles, of all description, in		— be deemed and taken to have	
— addition to the duty on wines	3 dollars per gross.	— cost 75 cents per lb., and shall be	
Lees, liquid	20 per cent.	— charged with duty accordingly ..	25 per cent.
Ditto, crystallised, or crude tartar	free.	— cotton, unbleached and unco-	
Wings and epaulets, gilt or plated ..	30 per cent.	— loured, the original cost of which	
Wood, viz.:—		— shall be less than 60 cents per lb.,	
— Brazil, Braziletto, Carmagnay,		— shall be deemed and taken to	
and dye, all in sticks	free.	— have cost 60 cents per lb., and	
Fire	20 per cent.	— charged with duty accordingly ..	ditto.
Fustic, log, Nicaragua, Pernam-		— worsted	30 per cent.
bucio, Queen's, Red Sanders,		— woollen	ditto.
red, Rio de la Hache, Santa		— untarred, or flax	6 cents per lb.
Martha and other dyewoods,		Zinc, nails	30 per cent.
sandals in sticks, dust, or pow-		— in pigs, or otherwise unwrought	10 per cent.
— der, unmanufactured, of any	free.	— in sheets	ditto.
— kind not enumerated		— oxide and sulphate of	30 per cent.
— manufactures of, not otherwise			
— specified	30 per cent.		

STATEMENT of the Rate of Duties payable on the principal Articles Imported into the United States, from Great Britain and Ireland, according to the Tariff, passed August, 1842.

ARTICLES.	Per cent.	ARTICLES.	Per cent.
Woolens	40	Glass	65½
Worsted	30	Brought forward	
Cottons	50	Glass	40
Linens	25	Hardware	30
Hemp, manufactures of	20	Iron	40
Silk, manufactures of	40	Saddlery	30
Cotton bagging	34½	Steel	16½
Flannels	33	Tin	1
Balizes	40	Brass, manufactures of	30
Carpeting	40	Copper,	30
Lace, thread	15	Plated ware	30
— cotton	20	Gilt	25
— bobbinet	40	Gold and silver jewellery	20
Paper	75	— watches	7½
Books	25	— lace	15
Engravings	20	Ale and porter	50
Twine	33	Drugs	20
Leather, manufactures of	35	Salt	50
Earthenware	30	Coal	60
Carried forward	655½	Thirty-six articles	1150½
		Average (nearly)	32

N. B.—On those articles which pay specific duties, the rate per cent is calculated on the average cost of the same articles in Great Britain.

SEVERAL Articles in the Tariff of 1842, which pay a higher Duty than Thirty per Cent ; when Specific, reduced to a Scale ad Valorem, at the Treasury Department, except when in brackets:

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
	per cent.		per cent.
Boots, alk.....	50 to 75	Leather.....	53
Coal.....	01	Lead.....	[100]
Cordage.....	71 to 188	Whiting.....	146
Cottons.....	49 to 63	Linseed oil.....	[50]
— printed handkerchiefs.....	[132]	Molasses.....	51
— many others.....	[50 to 150]	Oil-cloth.....	67
Cotton bagging.....	53 to 55	Opium.....	75
Gunny cloth.....	[100]	Pepper.....	130
Clothing, made up.....	40 and 50	Paper, [97 by merchants].....	35
— embroidered.....	50	Salt, 80, [and Turk's island].....	144]
Flour, wheat.....	70	Silks.....	40 to 65
Fruits.....	50	Shoes.....	50 to 75
Glass, computed by merchants.....	[186 to 243]	Soap, soft.....	50
Gloves, children's.....	75 to 60	Sugar, brown.....	71
— kid.....	50	— refined.....	101
Hats.....	[35]	— syrup.....	[161 by merchants.]
Hemp.....	[30]	Spirits.....	61
Iron, pig.....	43 to 72	Spices.....	[50 to 90]
— scrap.....	50	Tobacco, in cigars.....	40
— bar.....	85	Wines.....	60 to 67
— rolled.....	77	Woolens.....	40 to 87

We subjoin the *CI-DEVANT* TARIFF OF TEXAS, which is admirable for its simplicity, but most *unsound* and *pernicious* in its high system of duties, being generally as high as that of the Tariff of the United States, which will now extend over Texas. As far as duties are in question, no one can regret the union of Texas with the great American republic.

IMPORT Duties as fixed by the Fifth Congress of Texas, and which took effect from and after the 1st of April, 1841.

ARTICLES.	DUTIES.	ARTICLES.	DUTIES.
Ale, and all other kinds of malt liquor.....	45 per cent ad valor.	Silk, all articles of which it forms a component part.....	45 per cent ad valor.
Books.....	free.	Steel, bar, or rod.....	15 per cent ad valor.
Calicoes, and all articles of which cotton forms a component part.....	45 per cent ad valor.	Sugar.....	ditto.
Cider, in cask or bottle.....	ditto.	Tea.....	45 per cent ad valor.
Coffee.....	15 per cent ad valor.	Tobacco.....	ditto.
Farming utensils, implements of husbandry, and furniture, the property of emigrants, in actual use, not exceeding in value 500 dollars.....	free.	Tools and implements of trade in actual use, the property of emigrants.....	free.
Iron, pig, bar, or rod.....	15 per cent ad valor.	Wines, Burgundy, hermitage, Chabertin, and all other varieties of Burgundy, except Champagne.....	45 per cent ad valor.
— all manufactured articles of which it forms a component part.....	45 per cent ad valor.	— Champagne.....	5 dollars per dozen.
Linens, all articles of which it forms a component part.....	ditto.	— Claret, in cases.....	45 per cent ad valor.
Liquors, brandy, gin, rum, cordials, and other liquors, viz :—		— do, in casks.....	20 cents per gallon.
First and second proof.....	1 dollar per gallon.	— Madeira.....	1 dlr. 50 cts. per gal.
Third and fourth do.....	1 dlr. 25 cts. per gal.	— Port.....	75 cents per gallon.
Over fourth do.....	1 dlr. 50 cts. per gal.	— Rhenish, all kinds.....	1 dollar per gallon.
Whiskey, viz :—		— Spanish, red and white.....	50 cents per gallon.
First and second proof.....	50 cents per gallon.	— Sherry.....	1 dlr. 50 cts. per gal.
Third proof.....	75 cents per gallon.	— Teneriffe.....	50 cents per gallon.
Fourth proof.....	1 dollar per gallon.	Wearing apparel, the personal property of emigrants.....	free.
Over fourth proof.....	1 dlr. 25 cts. per gal.	Woolens, and all articles of which wool form a component part.....	45 per cent ad valor.
Salt.....	15 per cent. ad valor.	All articles not otherwise enumerated.....	ditto.

AN ACT to authorise the Importation of Brandy in Casks of a capacity not less than Fifteen Gallons, and the Exportation of the same for the Benefit of a Drawback of the Duties.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act, brandy may be imported into

the United States in casks of a capacity not less than fifteen gallons, any thing in any law to the contrary notwithstanding: Provided, however, that all the provisions of existing laws, not inconsistent with this act, relating to the importation of foreign spirits, be complied with: And provided further, That all brandy imported in casks, of a capacity less than ninety gallons, shall be deposited, at the expense and risk of the importer, in such public or other warehouses, as shall be designated by the collector or surveyor for the port, where the same shall be landed; and shall be removed therefrom in the manner prescribed by an act entitled, "An Act providing for the Deposit of Wines and distilled Spirits in Public Warehouses, and for other Purposes."

II.—Be it further enacted, That brandy imported in casks of a capacity not less than fifteen gallons, may be exported for the benefit of a drawback of the duties which shall have been paid thereon; and the exporter or exporters of brandy so imported, shall be entitled to receive a debenture or debentures, for the amount of such drawback, agreeably to the existing laws; and all acts now in force, regulating the exportation of spirits, and the allowance and payment of drawbacks and debentures, shall be deemed applicable to brandy, the importation of which is permitted by this act. [Approved, 2nd of March, 1827.]

No goods, wares, or merchandise, subject to duty, can be imported into the United States, on the seaboard, in vessels of less than thirty tons' burden, under the penalty of the forfeiture of vessel and cargo; nor can a drawback of any duties be obtained on exportation except by sea; and in vessels of not less than thirty tons' burden.—Act of the 2nd of March, 1799, Section XCII.

Drawback not allowed on goods exported to any place immediately adjoining the United States, except to places westward or southward of Louisiana, and to the north-west coast of America; nor in any case, when exported in a vessel of less than thirty tons' burden.—Act of the 2nd of March, 1799, Sections LXXV. and XCII.; and Act of the 5th of January, 1805, Section II.

No refined lump or loaf sugar can be imported into the United States, except in ships or vessels of at least 120 tons' burden, and in packages containing at least 600 lbs., under the penalty of forfeiting the same, together with the ship or vessel.—Act of the 2nd of March, 1799, Section CIII.

To be entitled to drawback, the duties on the importation of the goods exported, must have been, at least, fifty dollars by one vessel, at the same time, and by the same person, and the merchandise be, at the time of exportation, in the same package, and same condition, including wrapper and original mark and number, as when imported.—Act of the 22nd of May, 1824.

DRAWBACK.

XIV.—And be it further enacted, That on and after the day this law goes into effect, there shall be allowed a drawback on foreign sugar refined in the United States, and exported therefrom, equal in amount to the duty paid on the foreign sugar from which it shall be manufactured, to be ascertained under such regulations as shall be prescribed by the secretary of the treasury, and no more, and on spirits distilled from foreign molasses a drawback of five cents per gallon, till the 1st day of January, 1843, when it shall be reduced one cent per gallon; and annually, on the 1st day of January thereafter, the said drawback shall be reduced one cent per gallon, until the same shall be wholly discontinued. • Provided, That this act shall not alter or repeal any law now in force regulating the exportation of sugar refined or spirits distilled from molasses in the United States, except as to the rates of duties and drawbacks.

XV.—And be it further enacted, That in the case of all goods, wares, and merchandise, imported on and after the day this act goes into operation, and entitled to debenture under existing laws, no drawback of the duties shall be allowed on the same, unless said goods, wares, or merchandise, shall be exported from the United States within three years from the date of importation of the same, nor shall the additional rate of duty levied by this act on goods, wares, and merchandise, imported in foreign vessels, be refunded in cases of re-exportation: Provided, That two and one-half per centum on the amount of all drawbacks allowed, except on foreign refined sugars, shall be retained for the use of the United States, by the collectors paying such drawbacks respectively; and in the case of foreign refined sugars, ten per centum shall be so retained.—Act of the 30th of August, 1842.

No distilled spirits, except arrack, brandy in casks of not less capacity than fifteen gallons, and sweet cordial, can be imported in casks or vessels of less capacity than ninety gallons, wine measure; nor in casks which have been marked pursuant to any law of the United States, on pain of forfeiture of the same, together with the ship or vessel in which they were imported.—Act of the 2nd of March, 1799, Section CIII.

In all cases where there are more goods found on board a vessel than the master thereof has reported in his manifest, he shall, with the consent of the officers of the customs, make a post entry for the same, and pay two dollars therefor; and for every disagreement between his manifest and cargo, he is liable to a fine of 500 dollars.—Act of the 2nd of March, 1799, Section LVII.

Drawback is not allowed on the exportation of goods which shall have been imported in foreign vessels, from any of the dominions, colonies, or possessions of any foreign power, with which the

vessels of the United States are not permitted directly to trade.—Act of the 27th of April, 1816, Section IV.

No allowance of drawback on the exportation of iron cables, or parts thereof, butter, fish oil, playing cards, cordage if less than five tons, foreign dried and pickled fish, or other salted provisions, nor on sail duck if less than fifty bolts.—Act of the 14th of July, 1832.

Within twenty days after the clearance of a vessel, the exporter of goods by said vessel must swear to the export entry, and give a bond that they shall not be landed in any place or port within the limits of the United States, or forfeit the drawback.—Act of the 2nd of March, 1799. Extension of time to twenty days.—Act of the 1st of March, 1823.

Bonnty is allowed on the exportation of pickled fish of the fisheries of the United States, cured and packed solely with foreign salt, on which the duty shall have been paid.—Act of the 2nd of March, 1799, Section LXXXIII.

All goods, on examination by the appraisers, not corresponding with the entry made of them, are liable to forfeiture.

The number of bushels of wheat is to be ascertained by actual measurement by the standard bushel, and not by weight.

REGISTER ACT.

Every owner of a vessel, residing within the limits of the United States, to swear (or affirm) to the register within ninety days after its being granted, or it becomes void, and the vessel and cargo pays foreign tonnage and duty.

For duty of appraisers, &c., see Section XVII., Act of the 30th of August, 1842, page 20.

Duties to be paid in cash.—See Section XII., Act of the 30th of August, 1842, page 18.

RATES AT WHICH FOREIGN MONEY OR CURRENCY ARE TAKEN AT THE CUSTOM-HOUSE, NEW YORK.

	dls. cts.		dls. cts.
Franc of France or Belgium.....(fixed by law)	0 18 ^{10 8} / ₁₀₀₀	Florin of Augsburg.....	0 48
Pound sterling of Great Britain.....	4 80	Rix dollar of Prussia.....	0 68 ^{2 0} / ₁₀₀
Real vellon of Spain ...	0 05	" Bremen.....	0 78 ^{4 7} / ₁₀₀
Real plate of Spain.....	0 10	" Sweden.....	1 05 ^{1 0} / ₁₀₀
Guilder of the Netherlands.....	0 40	" Saxony.....	0 69
Rupee of Bengal and Bombay, or sicca.....	0 50	Halifax pound.....	4 00
Milrea of Portugal ...	1 24	Rhenish rix dollar.....	0 60 ¹ / ₂
Tale of China.....	1 48	Geneva livre.....	0 21
Mark banco of Hamburg.....	0 33 ¹ / ₂	Silver ruble.....	0 75
Florin of the Netherlands.....	0 40	Leghorn dollar.....	0 90
Pagoda of India.....	1 84	Paper ruble (varies from 4 rubles 65 coopeks to 4 rubles 6 ¹ / ₂ coopeks to the dollar).	
Rix dollar of Denmark.....	1 00	Naples ducat.....	0 80
Livre tournois of France.....	0 18 ¹ / ₂	Leipsic rix dollar.....	0 72
Pound sterling of Ireland.....	4 10	Elberfeldt rix dollar.....	0 69 ¹ / ₂
Florin of Saxony.....	0 48	Berlin rix dollar.....	0 69 ¹ / ₂
" Bohemia.....	0 48	Leghorn livre (6 ¹ / ₂ to the dollar).....	0 15 ^{1 5} / ₁₀₀
" Elberfeldt.....	0 40	Sicily ounce.....	2 40
" Prussia.....	0 22 ¹ / ₂	Jamaica pound.....	5 00
" Trieste.....	0 48	Florence livre.....	0 15
" Nuremburg.....	0 40	Neufchatel livre.....	0 26 ¹ / ₂
" Frankfort.....	0 40	Current marc.....	0 28
" Austria.....	0 48	Livre of Catalonia.....	0 53 ¹ / ₂
" Basil.....	0 41	Crown of Tuscany.....	1 05
" St. Gaul.....	0 40 ^{3 6} / ₁₀₀	Genoa livre.....	0 18 ¹ / ₂
" Crevelt.....	0 40	Pezza of Leghorn.....	0 90

NOTE.—All currencies not fixed by law, are taken according to the American consul's certificate of their intrinsic value, compared with the American dollar, which must accompany every invoice of merchandise, whether free or dutiable.

DRAFTS.

THE FOLLOWING ALLOWANCES ARE MADE BY LAW FOR DRAFTS ON ARTICLES SUBJECT TO DUTY BY WEIGHT.

	lb.		lbs.
On any quantity of 1 cwt	1	On any quantity above 10 cwt. and not ex-	
" above 1 cwt. and not exceeding 2 cwt.	2	ceeding 18 cwt.....	7
" 2 cwt. " 3 cwt. 3	3	" 18 cwt.....	9
" 3 cwt. " 10 cwt. 4	4	Act of the 2nd of March, 1799, Sec. LVIII.	

TARES ALLOWED BY LAW.

	per cent.		per cent.
On sugar in casks, except loaf	12	On nails in casks	8
" boxes	15	On sugar-candy in boxes	10
" bags or mats	5	On soap in boxes	10
On cheese in hampers or baskets.....	10	On shot in casks.....	3
" boxes	20	On twine in casks	12
On candles in boxes	8	" bales	3
On chocolate in boxes	10	On all other goods, paying a specific duty,	
On cotton in bales.....	2	according to the invoice thereof, or actual	
" cerroons.....	6	weight.	
On Glauber salts in casks.....	8		

On any of the preceding articles, the importer may have the invoice tare allowed, if he makes his election at the time of making his entry, and obtains the consent of the collector and naval officer.—Act of the 2nd of March, 1799, Section LVIII.

FEES OF OFFICE.

TO THE COLLECTOR AND NAVAL OFFICER.

	dls. cts.		dls. cts.
Entry of a vessel of 100 tons or upwards	2 50	Permit to load goods, for the ex-	
Clearance "	2 50	portation for drawback.....	0 30
Entry of vessels under 100 tons	1 50	Debenture, or other official certi-	
Clearance "	1 50	ficate	0 20
Every post entry	2 00	Bill of health.....	0 20
Permit to land goods.....	0 20	Official document (register excepted)	
Every bond taken officially	0 40	required by any person.....	0 20
		Sea letter	0 20

TO THE SURVEYOR.

	dls. cts.
Admeasuring and certifying the same, of every ship or vessel of 100 tons and under, per ton	1 00
Admeasurement of every ship or vessel above 100 tons, and not exceeding 200 tons.....	1 50
Above 200 tons	2 00
For all other services on board any ship or vessel of 100 tons and upwards, having on board, goods, wares, or merchandise, subject to duty	3 00
For like services on board any ship or vessel less than 100 tons.....	1 50
On all vessels, not having on board goods, wares, or merchandise, subject to duty.....	0 66½
Certificate of registry on record and bond.....	2 25
Endorsement on register or record.....	1 00
Every bond required by registry act	0 25
Every bond for a Mediterranean passport	0 40
Seaman's protection.....	0 25

STATUTE LAWS RELATING TO VESSELS.

The laws relating to the registry of vessels, the transfer of vessels by bill of sale, the enrolling and licensing of vessels for the coasting trade and fisheries, and the bounties payable to vessels employed in the cod-fishery, are of immense importance to those engaged in mercantile pursuits,

but they are to be found only by an examination of the numerous statute laws of the United States, or in the voluminous digests of the same.

Registered Vessels.—Vessels built in the United States, and wholly owned by citizens thereof; vessels captured in war by such citizens, and condemned as prizes; vessels adjudged to be forfeited for breach of the laws of the United States being wholly owned by such citizens; and no others may be registered. No vessel is entitled to registry, or if registered, to the benefits thereof, if owned in whole, or in part, by any citizen usually residing in a foreign country, during such residence, unless he be a consul of the United States, or an agent for, and a partner in, some house of trade or copartnership, consisting of citizens of, and actually carrying on trade within, the United States.

A registered vessel which by sale becomes the property of a foreigner, shall not be entitled to a new register, notwithstanding she may afterwards become American property. No vessel is entitled to registry, or its benefits, owned by a non-resident naturalised citizen if residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless he be a consul, or other public agent of the United States.

A vessel shall be deemed to belong to the port at or near which the managing owner usually resides; and the name of the vessel, and of the place to which she belongs, shall be painted on her stern, on a black ground, with white letters of not less than three inches in length. The certificate of the master carpenter under whose direction the vessel is built, must be produced, prior to registry; which certificate is sufficient to remove a new vessel from one district to another in the same or an adjoining state, where the owner actually resides, provided it be with ballast only.

In order to the registry of a vessel, the owner, or one of the owners, must make oath to the property of the vessel, her name, burden, time when and place where she was built; and that there is no foreigner interested, directly or indirectly, in such vessel, or the profits thereof; and that the master is a citizen of the United States. The oath required to be taken by the owner, respects only the legal ownership of the property; and does not require a disclosure of any equitable interests vested in citizens of the United States, but only a denial that any subject or citizen of any foreign prince or state is directly or indirectly interested in the ship, or in the profits thereof. An agent or attorney may make oath, as agent, in case of registry, where the owner is fifty miles distant from the district to which, by virtue of purchase, the vessel should belong.

Steamboats may be registered or licensed in the name of the president or secretary of an incorporated company, without designating the names of the persons composing the company; but no part of such vessel can be owned by any foreigner. Vessels employed wholly in the whale fishery, owned by an incorporated company, may be registered as above, so long as they shall be wholly employed therein.

The issuing of certificates of record applies only to vessels built either by or for foreigners in the United States, and does not extend to vessels which, having been registered, are sold to a foreigner.

Any vessel entitled to registry, being in a port other than the one at which the owner usually resides, may be registered at the place where she may be at the time. And the oath required may be taken before the collector of the place to which the vessel belongs, or before the collector of the place in which she may be. When such vessel shall arrive within the district to which she belongs, the register so obtained shall be delivered up to be cancelled, and a permanent register granted in lieu thereof.

When a registered vessel is transferred to a foreigner, such transfer shall be made known by delivering up to a collector of a district, the certificate of registry, within seven days after such transfer of property; and if the transfer shall take place when the vessel is at a foreign port, or at sea, the master of the vessel shall within eight days after his arrival in any port of the United States, deliver up the register to the collector of such district. It is the practice not to destroy the register after it is cancelled; it is deposited in the register's office, and a duly certified copy is legal evidence.

If a master of a registered vessel be changed, the name of the new master is endorsed upon the register, upon his making oath that he is a citizen of the United States. If any certificate of registry or record shall be fraudulently or knowingly used, for any vessel not then actually entitled to the benefits thereof, she, with her tackle, &c., shall be forfeited to the United States. An enrolled or licensed vessel about to proceed on a foreign voyage, must surrender her enrolment and licence, and be duly registered, or she, together with the goods imported therein, will be liable to seizure and forfeiture. In case of the loss of a register, the master of the vessel may take oath to the fact, and obtain a new one.

Of the Transfer of Vessels.—When any registered vessel shall, in whole or in part be transferred to a citizen, or altered in form or burden, by being lengthened or built upon, or from one denomination to another by the mode of rigging, she shall be registered anew, or cease to be deemed a vessel of the United States.

If a registered vessel shall be sold in part to resident citizens of the United States, while at sea, without a bill of sale reciting the register, and without being then registered anew, she is not

liable with her cargo for higher duties than are payable by vessels of the United States. By the general maritime law, a bill of sale is necessary to pass the title of the ship. The inaccurate recital of the certificate of registry in the bill of sale, does not avoid the sale, but the vessel is thereby deprived of her American privileges. If a sea vessel be assigned to a foreigner, the effect is the same; but if it be a coaster, the sale is not thereby invalidated, but the vessel is subject to forfeiture. A regular bill of sale of a vessel at sea, will transfer the property. And, in general, where there can be no manual delivery, there should be a delivery of something as an *indictum* or token. A bill of sale is the proper title to which the maritime courts look, it is the universal instrument of transfer of vessels; it is made absolutely necessary by statute.

Enrolled Vessels.—Enrolled vessels are those over twenty tons' burden, employed in the coasting trade and fisheries; and are licensed annually for the employment or business authorised by the tenour of the licence. Vessels enrolled and licensed, bound on a foreign voyage, may be registered; and enrolled vessels, being in a port other than the one to which she belongs, on the expiration of the licence, may obtain temporary registry. Vessels under twenty tons' burden may be licensed for the coasting trade or fisheries. A vessel licensed for any employment, may surrender it at any time within the period for which it was issued.

All licences must be renewed within three days after the expiration thereof, if the vessel be within the district to which she belongs; if on a voyage at the time of expiration, within three days after her first arrival; if sold, in whole, or in part, the licence is vacated. Should a licence be lost or destroyed, a new one may be obtained, on the oath of the master to the loss, &c. On a transfer of an enrolled vessel, a new enrolment must be obtained, the requisites for obtaining which are similar to those for registered vessels.

Coasting Trade.—The United States is divided into three great districts: the first, between the eastern limits of the United States and the southern limits of Georgia; the second, to include all districts, &c., between the river Perdido and the western limits of the United States; and the third, all the ports, &c., between the southern limits of Georgia and the river Perdido.

Every vessel destined from a district in one state to a district in the same, or an adjoining state, with foreign merchandise in packages as imported, the value of which exceeds 400 dollars, or with foreign goods in original packages or otherwise, the aggregate value of which exceeds 800 dollars, must obtain a clearance. On the arrival of every such vessel at the port of destination, the master must enter the vessel and obtain a permit to unlade his cargo.

Vessels sailing with a coasting licence, laden with goods wholly of the produce or manufacture of the United States, are not required to clear, if bound from one to another port within either of the three great districts.

All registered vessels engaged in the coasting trade, are required to clear in going from one district to any other district, and also on their arrival in the other district to enter under similar regulations to those vessels under a licence. Since the act of 1828, chap. 109, the mackerel fishery cannot be lawfully carried on under a licence for the cod fishery.

The 32nd section of the act of February 18, 1793, forfeits a vessel licensed for the fisheries, if engaged in a business, of whatever nature, and with whatever object, which is not expressly authorised by the tenour of the licence. But vessels licensed for the mackerel fishery are not liable to the forfeiture imposed by the 5th and 32nd sections of the act of February 18, 1793, in consequence of any such vessel whilst so licensed having been engaged in catching cod or other fish.—But the owner of such vessel may not receive the bounty allowed to vessels in the cod fishery. A vessel to be entitled to the bounty must be actually employed at sea, in the cod fisheries, a certain specified time, and must dry cure the fish caught.

Fishing Bounties.—The fishing season is accounted from the last day of February to the last day of November; and the following allowances are paid on the last day of December, annually, to the owner or his agent, of each vessel that shall be duly licensed and qualified for the cod fisheries, and that shall have been employed four months of the fishing season, viz.:—To every vessel of more than five tons and not exceeding thirty tons' burden, three dollars fifty cents per ton; above thirty tons' burden, four dollars per ton; above thirty tons, with a crew of not less than ten persons, and employed three months and a half, three dollars and fifty cents per ton. The bounty on any one vessel cannot exceed 360 dollars. Vessels of more than five and less than twenty tons, must catch and land twelve quintals of fish per ton, during the season.

The skipper of each fishing vessel must make an agreement with every fisherman before proceeding on a voyage. By paying monthly wages in money in lieu of dividing the fish, or the proceeds of the fishing voyage, in the proportions provided for by law, the agreement is violated, and the bounty is forfeited. The oath of the master, at the time the vessel has been actually employed in the fisheries, is required by an act of July 29, 1813, sec. 6.

Fishing vessels wrecked may obtain the bounty in certain cases, by the act of 1824, chap. 152. Fishing vessels may obtain a licence to touch and trade at a foreign port, under the act of February 18, 1793.—But the mere proceeding to a foreign port, if within the customary range of a fishing voyage, is not proceeding on a foreign voyage, within the meaning of the act. The bounties granted

by law, are paid on such vessels only, the officers and three-fourths of the crew of which, shall be proved citizens of the United States.

The laws relating to the enrolling and licensing of vessels, as well as those relating to the registering and recording of them, require, that when a vessel is sold and transferred, in whole, or in part, her papers shall be given up to be cancelled, and that she shall be papered anew; that when a vessel employed in the coasting trade, cod fishery, or mackerel fishery, is at a port other than the one to which she belongs, whose licence has expired, she is required to surrender the enrolment and licence, a "temporary register," to enable the vessel to return to the port of ownership, even should that port be in an adjoining district, there again to be enrolled and licensed, in every particular as before the temporary register was granted: and when an enrolled vessel is at a port other than the one to which she belongs, and is destined for a foreign port, she is required to surrender all her papers, and procure a register, for the foreign voyage; and upon her return to the port where she is owned, she is again subject to the requirements of the enrolment and licence acts. This series of changes may be entirely obviated, and the whole business of registering, recording, and licensing vessels arranged in a simple and concise manner, by the enactment of a law authorising all vessels to be registered permanently, whether engaged in foreign trade, coasting, or fisheries, according to the form now in use for vessels bound on a foreign voyage. The several parts or proportions owned by each individual, ought also to be expressed in the register; and when a partial transfer of property is made, it should be endorsed on the register and the record; and when there is an hypothecation, by bottomry or otherwise, it should be recorded, to be valid; and thus make the register the real evidence of ownership. According to the present system, volumes of records are required to be kept, at great labour and expense, in consequence of the frequent and partial changes of property in vessels, and their changes of employment.

After a vessel is permanently registered, and is to be employed in the coasting trade or fisheries, a licence should be given for that particular employment, to be renewed annually; and when a vessel is taken from either of those employments, to be put into foreign trade, the licence should be surrendered, and a clearance granted to proceed on the voyage, under the original permanent document.

Copies of all registers and enrolments issued by the existing laws, must be transmitted to the register of the treasury, and a duplicate of each made for the records of the custom-house. Consequently, when a vessel is registered, enrolled, and licensed, and again registered, as often happens within a year, triplicate copies at each change are rendered necessary. By the mode suggested, the labour at the custom-houses would be greatly reduced; the records would at all times show the real *bonâ fide* ownership of vessels; and the mercantile community would be relieved of the onerous requirements imposed by every partial transfer of their property in vessels, and also those incident to their frequent changes of employment.

The acts upon which the existing system is based, are those of December 31, 1792; February 18, 1793; March 2, June 27, 1797; March 2, 1803; March 27, 1804; March 3, 1825; and February 11, 1830.

The following circular instructions to collectors of the customs, dated Treasury Department, April 10, 1845, are explanatory of the act of Congress, approved March 3, 1845.

Herewith you will receive an act entitled "An act allowing drawback upon foreign merchandise exported in the original packages to Chihuahua and Santa Fe, in Mexico, and to the British North American provinces adjoining the United States," approved the 3rd of March, 1845, accompanied with forms and instructions for carrying the same into execution.

The first six sections of the act apply to the exportation of merchandise "in the original packages as imported," to Chihuahua, in Mexico, or Santa Fe, in New Mexico, either by the route of the Arkansas river, through Van Buren, or by the route of Red river, through Fulton, or by the route of the Missouri river, through Independence. Consequently, foreign imported merchandise exported or conveyed to the places in Mexico or New Mexico, mentioned, by any other routes than those indicated in the act, will not be entitled to a drawback of the import duties. It is also to be remarked, that the exportation of merchandise by the routes and to the places before mentioned, can only be made from the original port of importation.

In pursuance of the authority vested in the secretary of the treasury, by the 11th section of the act, the following rules, regulations, and forms, are prescribed, and are to be strictly enforced.

First.—In regard to the exportation of merchandise to Chihuahua and Santa Fe:—

On first giving twenty-four hours' notice at the custom-house, of intention to export, the exporter must make due entry, and for that purpose must produce the invoice required by the 2nd section of the act. Said entry must recite the invoice in detail; and, in addition, give a particular description of the merchandise, whence and by whom imported, the name of the vessel, and the time of importation, with the original invoice value of the goods; and also state the destination,

and the route by which the merchandise is to be transported. The entry must, in all cases, be verified by the oath or affirmation of the person making the same, together with the oath or affirmation of the first importer, with that of any person through whose hands the merchandise may have passed, declaring the same to be in the original package or packages, and that the duties have been paid or secured. Inspection of the packages should also be carefully made by a proper officer of the customs, at the time of making the entry. The bond required by the fifth section of the act must be given by the exporter.

In consideration of the large inland transportation, and the consequent risk of injury, and defacing the marks on the packages, thereby rendering it difficult to identify them, it is deemed proper, for the more effectual security of the revenue, to require that each package shall be enclosed in a strong wooden box or covering, on which the same marks and numbers are to be placed as those on the inner package. The inner package is to be secured with a strong cord or rope, with the custom-house seal attached.

Forms of entry, invoice certificates, and oaths, are herewith transmitted, marked from A to D, inclusive.

Secondly.—The remaining sections of the act apply to the exportation of merchandise for benefit of drawback to the British North American provinces adjoining the United States, and enumerating certain ports, "declared ports from which foreign goods, wares, and merchandise, on which the import duty has been paid, or secured to be paid, may be exported to ports in the adjoining British provinces, and to which ports foreign goods, wares, and merchandise, may be transported, inland or by water, from the port of original importation, under existing provisions of law, to be thence exported for the benefit of drawback."

The course to be pursued in the transportation, inland, of foreign merchandise, in the original packages as imported, to the designated ports of exportation enumerated in the 7th section of the act, is to be similar to that prescribed in the 79th section of the general collection act of the 2nd of March, 1799; and all the legal requirements and forms of law must be strictly pursued, in cases arising under this act.

In the exportation by sea to ports in the adjoining British provinces, all the existing requisitions of law, regulating the exportation of merchandise to foreign ports, for the benefit of drawback, must be fully complied with.

On the arrival of merchandise transported inland, at either of the enumerated ports of exportation, a strict and thorough examination of the same must be made by an officer of the customs, to see that the goods are identical with those described in the accompanying transportation certificate, granted by the collector of the port from whence they may have been originally transported.

In the event of any detention of the merchandise, at the port of exportation, for any cause, said merchandise must be deposited either in the custom-house, or in some secure store-house, to be selected by the collector, the keys of which must be lodged in his hands. Any expense for storage must be defrayed by the owner or consignee of the goods. Before exporting the goods to their destined port in the adjoining British provinces, entry must be made according to the forms herewith marked E and F.

On the return of the manifest with the certificate thereon, in due form, to the collector of the port of exportation, it must be immediately transmitted to the collector of the district and port from whence the goods were originally transported, in order that the drawback of the duties may be duly paid by the collector of said port.

It is to be specially noted, that the law contemplating the probable retention of the original manifest at the foreign custom-house, requires a duplicate, or certified copy of the same, to be granted at the time of exportation, on which is to be endorsed the certificate of the foreign collector, and also the oath or affirmation of the master.

CANADA CUSTOM-HOUSE DUTIES CIRCULAR.

The following circular, dated "Inspector-general's Office, Montreal, April 7, 1845," addressed to the collectors of customs at the different ports in that province, and signed Joseph Carey, deputy inspector-general, refers to the act of Congress allowing drawback on goods exported to the territories adjoining the United States.

Sir.—With reference to a recent act of the Congress of the United States, allowing drawback on merchandise exported to the British provinces in North America, which, no doubt, has come under your notice, I have the honour to remind you that articles so exported from the United States, into this province, will be liable to the payment of the duties imposed by the acts of the provincial legislature, and also to the duties under the imperial act 5 and 6 Victoria, cap. 49, whe-

ther such goods are originally the growth, production, or manufacture of the United Kingdom, or of any of the British possessions in America, &c., or otherwise.

On this point, your attention is requested to the 27th section of the imperial act 3 and 4 William IV., cap. 59, which enacts "that no goods shall, upon importation into any of the British possessions in America, be deemed to be of the growth, production, or manufacture of the United Kingdom, or of any British possessions in America, unless imported from the United Kingdom, or from some British possessions in America." Consequently, all articles imported into this province, from or through the United States, are deemed foreign, although any of such articles may be the growth, production, or manufacture of the United Kingdom; which, when so imported, must be held to be liable to duty as foreign goods; that is, to the duties in full imposed both by the acts of the imperial parliament, and of the provincial legislature, imposing duties of customs, now in force, viz.: Imperial Act 5 and 6 Victoria, cap. 49, and Provincial Act 8 Victoria, cap. 3, and 6 Victoria, cap. 31, the one in addition to the other."

CHAPTER XXXIII.

LIFE, FIRE, AND MARINE ASSURANCES, IN THE UNITED STATES.

WE have given tabular statements of assurance companies, and rates of assurances, under the heads of Boston and New York.

The practice of *underwriting* marine insurances, does not (as far as we have been enabled to ascertain), exist in the United States.

Life insurances may be divided into three classes. 1st. Common joint-stock companies, the *personal liability* of the members of which to pay over and above their shares in the joint-stock, depends, in the United States upon the limitation allowed or imposed by the respective state legislatures. The first class merely engage to pay liabilities for policies, and then divide the annual profit or loss according to the amount of stock among the shareholders.

The second class are joint-stock companies with populous bodies, who instead of paying fixed sums at the termination of lives, first pay the stockholders an annual interest, and divide a portion of generally two-thirds of any balance of net profit among those who hold policies.

The third class is the mutual life insurance companies, formed much upon the same principles as in England. Each person assured receiving a share of the profits, and being liable for a share of the losses, and consequently a partner in the concern, or corporation.

The management of insurance companies in the United States, is intrusted usually, as in England, to a board of directors, with a president, vice-president, actuary, secretary, &c.

1st. The Massachusetts Life Insurance and Trust company, which is of the first or proprietary class, transacts its business under the following rules and regulations:—

"Every person desirous of making insurance on his own life, or upon the life of any other person, or who wishes to contract for reversionary payments on annuities, must

sign a declaration by himself or agent, according to a printed form to be furnished by the company, setting forth the age, occupation, place of birth, state of health, and other circumstances attending the life or lives insured, or the life upon the failure of which the reversionary payment of the annuity is to commence. The company may also require a certificate of the health of a person, from a physician of established reputation. An application for an annuity on a life, must state the age of the party to whom it is granted. Any misrepresentation in these declarations, vitiates the contracts.

"Policies of insurance and reversionary contracts are void, if the person whose life is insured shall die upon the seas, or upon any of the great lakes, or shall, without the consent of the company, previously obtained and endorsed upon his policy, pass beyond the settled limits of the United States, excepting into the settled limits of the British provinces of the two Canadas, Nova Scotia, or New Brunswick; or shall, without any such previous consent thus endorsed, visit those parts of the United States which lie south of the southern boundaries of the state of Virginia and Kentucky; or shall, without such previous consent thus endorsed, enter into any military or naval service whatsoever, the militia not in actual service excepted; or in case he shall die by his own hands in, or in consequence of, a duel, or by the hands of justice, or in the known violation of any law of these states, or of the United States, or of the said provinces." This last provision is rather vague. "A person must have an interest in the life he insures, if it be not his own life. No policy takes effect until the first premium shall be paid, and the annual premiums must be paid the day they fall due, otherwise the policy expires; but it may be revived at any time within fifteen days, the person on whose life the assurance was made, being then alive and in good health, by the payment of said premium, together with an additional sum of ten per cent upon such premium. All claims will be settled within sixty days after notice, and satisfactory proof of the claim shall be made. Annuities must be demanded by the annuitant in person, or satisfactory proof must be given that the annuitant is still alive. A charge of one dollar is made for each policy of a common form; but where a special contract is required, the expense of drafting it must be borne by the assured. The company reserves to itself the right of making any alterations, which the particular circumstances of applicants may, in their opinion, render expedient. Insurances for one year may, or may not, be renewed at the pleasure of the company." Their refusal may be obviated by insurance of seven years, or for life.

ANNUITIES.—"The company will grant annuities during the continuance of any given life or lives, and make the payments either quarterly, half yearly, or annually, as shall be agreed upon. The payments may commence immediately, or be deferred for any given time. There are two methods of making these contracts, upon principles which differ essentially from each other. In the one, a moderate rate of interest is allowed upon the capital paid (either in money or stock) for the annuity, and, at the expiration of the life, the whole of that capital is paid back (within sixty days from its falling in, and in the stock or property at fair valuation that the company has then on hand; the same is done in an endowment in trust) to the heirs of the annuitant, or to any person legally authorised to receive it. This contract may, for the sake of distinction, be called an annuity in trust." (It is a sort of savings' bank; the smallest sum so received is 500 dollars, and for any sum less than 2000 dollars, the interest is payable only annually; over that, they may purchase it in semi-annual or quarterly payments.) "In the other case, a large interest is allowed during the life of the party, and, at his death, the capital becomes the property of the company. A contract of this kind, is generally called an annuity on a life.

"In the preceding proposals, the company," say they, "have offered as favourable terms to the applicants as they could, consistently with the safety of the property intrusted to their care, which object has been constantly kept in view." (In trusts, they charge for management one-half of one per cent per annum, only.) "The annual return made to the governor and council, which, without expressing the particular sums deposited by individuals, will contain a schedule of the amount of capital stock and all the property in possession of the company, with the manner of its investment, will always be open to the inspection of any person transacting business with the company." The legislature direct the kind of property, in general, in which investments shall be made by the company; which is to consist in United States funded debt, or Massachusetts

State stock, the stocks of incorporated banks in that commonwealth, ground rents or mortgages, and notes secured by mortgages. The above are, generally, the regulations of all our American life offices.

2nd. The *Girard Life Assurance, Annuity, and Trust Company of Philadelphia*, which is of the second, mixed class, has similar rules and regulations, and profess to make insurance on the life of "a healthy person not engaged in any hazardous occupation, and residing within the settled limits of the United States, north of the southern boundary of Virginia and Kentucky, or within the settled limits of the two Canadas, Nova Scotia, or New Brunswick." They state that it is their object to offer to the public the following advantages:—

1. Assurers for life to participate in the income.
2. A moderate sale of premiums.
3. Increased facilities for effecting assurances.
4. An ample capital, this being a mixed company, and, in 1837, the only one in the United States of that kind, paid in for the security of the assured.
5. Prompt settlement of claims; without dispute or litigation.
6. Repurchase of policies, in certain cases.
7. Payments of premiums, received either in the whole sum, or in smaller weekly or monthly amounts.
8. The reception and management of trusts.

"The improvements which experience has introduced into the business of life insurance and trusts in England, will be adopted by the company. The income of the company will be apportioned between the stockholders and the assured for life." It does not mention the rates, but we presume the usual English apportionment of one-third to the former, and two-thirds of the net profits to the latter.

"The rates of insurance, annuities, and endowments, will be as low as the most modern experience will warrant, with a due regard to the safety of the insured."

The legislature of Pennsylvania insisted "That the whole capital of this company to be paid in within two years from the date of its incorporation, and has authorised investigations by the courts into the state of its affairs; affording, if properly carried out, the most ample security to all who do business with the office. The managers, for the still greater security of all interested, have, for the present, limited the amount of policies to be granted in each case. No person can be elected a manager who is not himself assured to a specified amount; nor can a person be a manager, unless he be a holder, in his own right, of at least one hundred shares of stock. No manager can borrow money of the company; which, in these days of logrolling and money nepotism in this republic, will perhaps be considered a transcendent item of security and safety. The company pays one-fifth the amount insured immediately, on satisfactory proof of the death of the assured; and the remainder of the claim within the period of sixty days."

Their charter authorises them to receive and manage estates and trusts of every description, that may be committed to their charge, whether by courts of justice, individuals, or corporate bodies. They are authorised to become guardians of the estates of minors and lunatics, and trustees under wills. From the moment a trust is accepted, the company becomes responsible for the safety of it, and the whole capital of the company is pledged for its repayment, with the proceeds or interest that may have been stipulated; and the by-laws and regulations of the managers are framed with a view to enforce that security. They also receive money in small or large sums in deposit, to remain one, three, six, or twelve months, or for a longer period, and subject to withdrawal at a short notice, on which interest will be paid; thus becoming a saving's-bank, as well as a bank of deposit. In the reception and execution of these various trusts, the company say they, having due regard to the security of the institution and the safe investment of its funds, will make the most liberal arrangements, as to the allowance of interest and charge of commissions, that the circumstances of each particular case may warrant.

3rd. The *Mutual Life Insurance Company of New York*, was incorporated the 12th of April, 1842. "Expecting to go into operation by the 1st of January, 1848, when the amount of 1,000,000 dollars will be applied to be insured, they having, at this period, the sum of between 700,000 and 800,000 dollars already entered on their books

in the short space of eight months. The act makes those asking for it, and all other persons who may hereafter associate with them, in the manner hereinafter prescribed, a body politic and corporate, by the name of the Mutual Life Insurance Company of New York. In addition to the general powers and privileges of corporations, as the same are declared by the third title of the eighteenth chapter of the first part of the revised statutes, the corporation thereby enacted shall have the power to ensure their respective lives, and to make all and every insurance appertaining to, or connected with, life risks, and to grant and purchase annuities. All persons who shall hereafter insure with the said corporation, and also their heirs, executors, administrators, and assigns, continuing to be insured in said corporation, as hereinafter provided, shall thereby become members thereof during the period they shall remain insured, by said corporation, and no longer. The board of trustees shall consist of thirty-six persons. They shall, at their first meeting, divide themselves by lot into four classes, of nine each; the terms of each expiring successively, in one, two, three, and four years, so as always to have experienced men. They are re-eligible. The seats of these classes shall be supplied by the members of this corporation by a plurality of votes; an insurance of 1000 dollars, at least, entitling a member to a vote.

"Every person who shall become a member of this corporation by effecting insurance therein, shall, the first time he effects insurance, and before he receives his policy, pay the rates that shall be fixed upon and determined by the trustees; and no premium so paid, shall be withdrawn from said company, except as hereinafter provided, but shall be liable to all the losses and expenses incurred by this company during the continuance of its charter. The whole of the premiums received for insurance by said corporation, except as provided for in the following sections, shall be invested in bond and mortgages, or unincumbered real estate within the state of New York; the real property to secure such investment of capital shall, in every case, be worth twice the amount loaned thereon. In order to avoid a great land monopoly, all real estates as shall not be necessary for the accommodation of the company in the convenient transaction of its business, shall be sold and disposed of within six years from the time they acquire a title to the same. A certain portion of the premiums, not to exceed one-half, may be invested in public stocks of the United States, or of this state, or of any incorporated city in this state—New York. Suits at law may be maintained by said corporation against any of its members, for any cause relating to the business of said corporation; also, suits at law may be prosecuted and maintained by any member against said corporation, for losses by death, if payment is withheld more than three months after the company is duly notified of such losses.

"The officers of said company, at the expiration of five years from the time that the first policy shall have been issued and bear date, and within thirty days hereafter, and during the first thirty days of every subsequent period of five years, shall cause a balance to be struck of the affairs of the company, in which they shall charge each member with a proportionate share of the losses and expenses of said company, according to the original amount of premium paid by him, but in no case to exceed the amount of the premium. Each member shall be credited with the amount of said premium, and also with an equal share of the profits of the said company, derived from investments and earnings in proportion to said amount; and in case of the death of any member of said company, the amount standing to his credit at the last preceding striking of balance as aforesaid, together with the proportion which shall be found to belong to him at the next subsequent striking of said balance, shall be paid over to his legal representatives or assigns, within three months after the said last-mentioned balance shall be struck. Any member of the company, who would be entitled to share in the profits, who shall have omitted to pay any premium, or any periodical payment due from him to the company, may be prohibited by the trustees from sharing in the profits of the company; and all such previous payments made by him, shall go to the benefit of the company. A provision is made for an ample public statement of the details of business, losses, profits, investments, &c. No policy shall be issued by said company until application shall be made for insurance, in the aggregate, for 500,000 dollars at least; and the trustees shall have the right to purchase, for the benefit of the company, all policies of insurance, or other obligations issued by the company."

This company thought fit to exceed even the security required by the act of incorporation, and did not go into operation until there were applications for 1,000,000 dollars of life insurance.

Chancellor Kent states :—

"The terms and conditions of the English policies are more relaxed now than formerly ; but this is not the case with the American policies on lives." Even the old law requirement of an interest in the life assured, which is in full force here, and fortified by the English act of 14 George III., is now hardly looked to in some offices in England, as appears from their printed proposals. The statutes of Massachusetts make no provisions for life insurance companies by title, unless in case there is any want of provisions in their charter, which ought to set out especially their powers and liabilities. The first section of chapter thirty-seven of Massachusetts Revised Statutes, headed, like the Code of France, with the broad title "Insurance Companies," has this enactment : "All insurance companies that have been, or shall hereafter be incorporated in this commonwealth, may exercise the powers, and be subject to the duties and liabilities contained in this chapter, so far as may be consistent with the provisions of their respective charters." Section fortieth of this thirty-seventh chapter, contains provisions concerning the exercise of foreign agencies for insurances, still under that broad title ; upon this we have cursorily remarked before. The above chapter refer to chapter forty-fourth, which contains general statutory provisions concerning corporations.

"April 1st, 1840.—The people of the State of New York, represented in Senate and Assembly did enact as follows :—Section 1st. It shall be lawful for any married woman, by herself and in her name, or in the name of any third person, with his assent, as her trustee, to cause to be insured, for her sole use, the life of her husband for any definite period, or for the term of his natural life ; and in case of her surviving her husband, the sum or net amount of the insurance becoming due and payable by the terms of the insurance, shall be payable to her, to and for her own use, free from the claims of the representatives of her husband, or of any of his creditors ; but such exemption shall not apply where the amount of premium annually paid shall exceed 800 dollars.

"Section 2nd. In case of the death of the wife before the decease of her husband, the amount of the insurance may be made payable, after her death, to her children for their use, and to their guardian, if under age."

"Most of the insurance offices in the United States propose that they, in similar language to the Massachusetts Hospital Life Insurance Company, will enter into various contracts, so as to accommodate persons in almost every age and situation in life. An insurance may be made for one year, for several years, or for the whole life. It may be made on one life, on two, or on more lives ; to commence immediately, or at a future day. They will grant annuities upon two or more lives, in all the various forms of which they are susceptible ; as, for example, on the joint continuance of the lives (that is, an annuity which is to cease when any one of the lives fails), on the longest of the lives, on one life after the death of another ; as, for a wife after the death of her husband, or a child after the death of his father."

BANK OF ENGLAND.

Quarterly average of the weekly liabilities and assets of the Bank of England, from the 10th of December, 1839, to the 3rd of March, 1840, both inclusive, published pursuant to acts 3 and 4 William IV., chap. 98.

LIABILITIES.		ASSETS.	
	£		£
Circulation	16,678,000	Securities	23,223,000
Deposits	7,896,000	Bullion	4,271,000
	24,574,000		27,494,000

This return shows an augmentation in the currency to some extent. Compared with

the last account there is an increase upon each item—on circulation, 167,000*l.* ; on deposits, 326,000*l.* ; on securities, 242,000*l.* ; and on bullion, 307,000*l.* The actual stock of bullion in the bank at this moment, is estimated to be about 4,500,000*l.*

INSURANCE COMPANIES WEST OF THE ALLEGHANY.

It appears, from an article in the *Merchants' Magazine*, that the first insurance company established in the west, was at Lexington, Kentucky, which went into operation about 1816, but ceased to exist in one or two years. The second was the old Cincinnati Insurance Company, established in 1818, which issued some fifty or sixty policies, and in one or two years closed up its concerns. The third was the old Louisville Marine Insurance Company, which was established in or about the year 1818, and issued two hundred policies or upwards, and some years afterwards wound up its affairs. The fourth is the Cincinnati Equitable Fire Insurance Company, established in 1825, and is now in operation, and conducted on the principles of *mutual* insurance. The fifth was the Ohio Insurance Company, established in 1827, at which period there was no local insurance company in the west, with the exception of the Equitable Fire Insurance Company referred to, the Fire and Marine Insurance being at this period confined to the eastern offices, and their agencies in the west. To those familiar with the history of that period, it will be recollected that for several months, pending the establishment of the Ohio Insurance Company, it was exceedingly doubtful whether it could be put in operation, from the difficulty of disposing of a sufficient amount of the stock ; but having commenced its operations, its success was decided, and two years afterwards arose, in 1829, the Cincinnati Insurance Company.

These two companies had, by their charters, a capital of 250,000 dollars each. The same year, the Louisville Marine and Fire Insurance was organised, and went into operation, capital, 200,000 dollars. In 1830, three new offices were established in the west, viz. : the Louisville Mutual Fire Insurance Company, the Louisville Merchants' Insurance Company, and the Wabash Insurance Company, with an aggregate capital of 400,000 dollars. In 1831, two more were added, viz. : the Madison Insurance Company in Indiana, and the Missouri Insurance Company at St. Louis—aggregate capital, 200,000 dollars. In 1832, three more were added, viz. : the Fireman's Insurance Company at Cincinnati, the Lansingburgh Insurance Company, and the New Albany Insurance Company in Indiana—aggregate capital 400,000 dollars. In 1833, but one was added to the number, viz. : the Franklin Fire Insurance Company, at Frankfort, Kentucky—capital, 100,000 dollars. But in 1834, seven new offices were chartered at Warren, Dayton, and Cleveland, in Ohio ; at Maysville and at Louisville, in Kentucky ; and at Jeffersonville and Rising Sun, in Indiana—aggregate capital, 800,000 dollars. In 1835, nineteen additional offices were established, viz. : seventeen in Ohio, and two in Kentucky—aggregate capital 1,600,000 dollars. In 1836, fourteen more were chartered, viz. : eight in Ohio, three in Kentucky, two in Indiana, and one in Missouri—aggregate capital 1,800,000 dollars. In 1837, twenty-two more were chartered, viz. : two in Ohio, seven in Indiana, and thirteen in Missouri—aggregate capital, 4,000,000 dollars.

The foregoing enumeration, however, embraces only the office chartered in the four western states of Ohio, Kentucky, Indiana, and Missouri. No office was established in Tennessee, Illinois, Western Pennsylvania, or Western Virginia, until 1832, since which, fifteen or twenty companies have been established in these states, with an aggregate estimated capital of 1,500,000 dollars. Mississippi and Louisiana have been omitted in the foregoing calculation, as our statistics do not furnish adequate data for the occasion, but we estimate the amount of capital in these two states at, perhaps, 300,000 dollars.

Thus, we perceive, that in 1826, twelve years since, there was no local insurance office in the western states, north of Natchez, except the Equitable Fire Insurance Company at Cincinnati ; that in 1833, seven years after, there were only twelve, with an aggregate capital of 1,800,000 dollars ; but that in the four succeeding years, to the spring of 1838, the number was increased to considerably more than one hundred, the whole wielding, in the aggregate, the immense capital of 15,000,000 dollars.

ASSURANCES AGAINST LOSSES BY FIRE.

The fire assurance or insurance companies in the city of New York are of two sorts : first, those that have a fixed capital determined by the legislature, and divided into a certain number of shares, which must be subscribed for and paid in, and secured according to the provisions of the charter. The number of directors is also fixed, from among whom one is selected to act as president. The directors are annually chosen by the stockholders for one year, and in case of death or resignation, others may be appointed as may be provided for by the by-laws. A company is not allowed to commence the business of insuring until the whole of the capital stock shall have been paid in and secured, and an affidavit of that fact been made by the president and secretary, and filed in the clerk's office. The whole assets of the company are liable for losses, so that in the event of a large loss, the stockholders forfeit all their interest before the insured is affected. Dividends are made out of the surplus profits arising from the interest on the capital, and from the receipt of premiums, after all losses, debts, and expenses are paid, provided the capital is unimpaired; but no dividend can be made while the capital stock is impaired, or until such deficiency or loss of capital is made good.

Charters which have been obtained in the state of New York, since the year 1830, usually have a clause inserted in them, that they "shall possess the general powers, and be subject to the provisions of the eighteenth chapter of the first part of the Revised Statutes, so far as the same are applicable, and have not been repealed."

The second class of insurance companies are those which are denominated mutual companies. In these every insurer becomes a stockholder during the period for which he shall remain insured, and in amount in proportion to the premium which he pays into the company; and for this amount he is liable in case of a loss. The capital is not fixed or determined, as in the case of the former companies, but is in proportion to the amount of premiums on hand, which constitute the capital stock. The profit or dividend is paid to the insurers or stockholders, in proportion to the amount of money paid in by them for premiums, in the same manner as shareholders in other companies. A president and board of trustees are elected in like manner, and for the performance of like duties, as the president and directors of those companies that are not mutual. There is a clause generally inserted in their charters, that no policy shall be issued until application for insurance shall have been made to a certain amount, so that they may be provided for a loss at their commencement, if any should happen to be sustained.

"In addition to the fire companies chartered by the legislature of New York, there are agencies of companies of other states and of England established in the city of New York, who insure through the intervention of agents. They generally take risks a degree lower

than the city offices, in order to secure a portion of the business; for most insurers prefer obtaining policies from companies chartered by this state, on account of the facility with which they can obtain a knowledge of their character and capability to sustain a loss, and the rules by which they are governed; but the most important reason is, in cases of litigation arising from a loss, the party insured would be obliged to prosecute his claim in another state or country, and be governed by laws and customs with which he is, perhaps, unacquainted; besides the additional trouble and expense attending such a necessity. There is also an advantage gained by insuring in foreign companies, in the event of an extensive conflagration; for they are likely to be more secure, on account of their having fewer risks in this city, as was seen in the case of the great fire in December, 1835. That event caused the failure of several of our offices, owing to their having a large amount of risks in that part of the city which was consumed. The ruin of some merchants who were insured in them was the consequence, while those insured in the foreign offices recovered in full; because these had not issued policies to any considerable amount, and therefore their losses were not so great as materially to impair their capital. It is due to our offices, however, to state, that they are very cautious in distributing their risks, so that nothing but an uncommonly great disaster, such as that above referred to, would endanger their safety, their custom being to insure not over from 5000 to 15,000 dollars, according to their capital, on any one building, without procuring reinsurance; and no more in the immediate neighbourhood of a previous risk, or where a fire would be likely to extend.

The following table shows the number of companies, and the amount of capital in this city at the respective dates. Some of the companies included here are of a mixed character, being not only fire companies, but also taking risks upon marine and inland navigation, and upon lives.

D A T E.	Number of Companies.	Amount of Capital.	D A T E.	Number of Companies.	Amount of Capital.
		dollars.			dollars.
1808.....	5	2,500,000	1830.....	21	7,990,000
1820.....	12	6,200,000	1835.....	26	9,700,000
1825.....	30	11,600,000	1840.....	23	6,661,000

In addition to the above, there are at present several agencies of other companies, belonging to other states, established in this city, whose aggregate capital is equal to as much, if not more, than that of our own companies. By the above table it appears that the amount of insurance capital, properly belonging to this city, is not so great now as it was in 1825, 1830, 1835, and but little more than it was in 1820. This can be accounted for from the fact that the business of insuring has not been found profitable enough to support the different companies which have arisen during the last twenty years. Some old companies have suffered their charters to expire, and others have been destroyed by the fire.

TARIFF OF MINIMUM RATES OF PREMIUM, WITH CONDITIONS, ADOPTED BY THE
BOSTON MARINE INSURANCE COMPANIES.

Risk between United States and West Indies.

P O R T S.	S A I L I N G.		P O R T S.	S A I L I N G.	
	Oct. 15 to July 15.	July 15 to Oct. 15.		Oct. 15 to July 15	July 15 to Oct. 15.
	per cent.	per cent.		per cent.	per cent.
From Atlantic ports to South side of Cuba, one port only.....	1 1-2 to 3	2 1-2 to 5	From south side of Cuba, to Atlantic ports, one port only.....	1 1-2 to 3	2 1-2 to 5
From Atlantic ports to north side of Cuba, one port only.....	1 1-2 „ 3	2 1-2 „ 5	From north side of Cuba, to Atlantic ports, one port only.....	1 1-2 „ 3	2 1-2 „ 5
From Atlantic ports to Porto Rico, Hayti, and Windward Islands, one port only.....	1 1-4 „ 2 1-2	2 1-4 „ 5	From Porto Rico, Hayti, and Windward Islands, to Atlantic ports, one port only.....	1 1-4 „ 2 1-2	2 1-4 „ 5

FROM Russia and Ports in the Baltic to the United States, to a Port North-East of Cape Florida.

Sailing on or before the 10th of September	1	3-4	per cent.
" " from 11th " to 20th inclusive	2		"
" " " 21st " 20th "	2	1-2	"
" " " 1st of October 10th "	3		"
" " " 11th " 20th "	3	3-4	"
" " " 21st " 21st "	5		"
" " after 31st "	6		"
If to port in the Gulf of Mexico,	1-4		" to be added.

FROM Cuba to Europe and back to Cuba.

P O R T S.	S A I L I N G.		P O R T S.	S A I L I N G.	
	January 1 to July 15.	July 15 to January 1.		January 1 to June 1.	June 1 to January 1.
	per cent.	per cent.		per cent.	per cent.
From Cuba to Gottenburg, one port only	2 to 3	3 to 5	From the Baltic to Cuba, one port only	2 1-2 to 3 1-2	3 1-2 to 5
From Cuba to St. Petersburg, or other port in the Baltic, one port only	2 1-2 " 3 1-2	4 " 6	From other European ports to Cuba, one port only	2 " 3	3 " 5
From Cuba to a Continental port in the North Sea, one port only	2 " 3	3 " 5	Half per cent to be added on risks sailing from ports in the Baltic, from October 1 to 15, both inclusive; 1 per cent to be added on risks sailing from ports in the Baltic, from October 16 to 31, both inclusive; 1 1-2 per cent to be added on risks sailing from ports in the Baltic, after October 31; 3-4 per cent to be added if the vessel from Cuba touches at a port in the United States for any purpose.		
From Cuba to London or Liverpool, one port only ..	1 3-4 " 2 3-4	2 3-4 " 4			

VESSELS ON TIME.

Risks on Time on Vessels of Two Hundred Tons and upwards.

ON VESSELS VALUED AT	RATE PER CENT PER ANNUM.
75 to 60 dollars per ton.	6 per cent per annum.
60 " 50 " "	6 1-2 " "
50 " 40 " "	7 " "
40 " 30 " "	8 1-2 " "
Under 30 " "	

At a proportionate increase of premium.

To add one-half per cent for each passage traversing the hurricane latitudes, viz. ; within the parallels of 10 deg. and 28 deg. of north latitude, and 58 deg. and 86 deg. of west longitude, between the 15th of July and the 15th of October.

Risks on Vessels of smaller Sizes usually employed in the West India Trade and on short Voyages.

If engaged in more favourable employment, they may be placed under the rates of vessels of 200 tons and upwards, instead of the following.

ON VESSELS VALUED AT	RATE PER CENT PER ANNUM.
75 to 60 dollars per ton.	6 1-2 to 8 1-2 per cent per annum.
60 " 50 " "	8 1-2 " 9 1-2 " "
50 " 40 " "	9 1-2 " 10 1-2 " "
40 " 30 " "	10 1-2 " 11 1-2 " "
30 " 20 " "	11 1-2 " 12 1-2 " "
Under 20 " "	12 1-2 and upwards " "

To add two per cent if within the parallels of 10 deg. and 28 deg. of north latitude, and 58 deg. and 86 deg. of west longitude, between the 15th of July and the 15th of October.

If north of latitude 50 deg. north, and east of longitude 2 deg. east, between the 1st of October and the 1st of March, one per cent additional premium to be paid.

In all cases of over-insurance, ten per cent of the return premium is to be retained by the insurers, not exceeding one-half per cent on the amount of short property.

For a continuance of the risk beyond the year, half per cent shall be charged in addition to the *pro rata* premium for the time used.

If the policy be cancelled before the time expires, ten per cent of the whole premium to be paid in addition to the premium earned *pro rata* up to the time the policy is cancelled, but in case of the sale of a vessel, the policy may by consent be transferred, or the old policy may be surrendered without charging the ten per cent, provided the purchaser takes out a new policy at the same office on terms as favourable to the insurers; but no policy shall be cancelled merely because the vessel is to be employed in a business where the premium would be reduced below the annual rate charged, without the charge of ten per cent of the whole premium over the premium earned *pro rata*; but nothing contained in this regulation shall prevent any office from cancelling any risk such office may be desirous to get rid of, without any charge of premium, or extra premium.

COASTWISE RISKS WITHIN THE UNITED STATES.

EASTERN COASTING.

FROM BOSTON, TO OR FROM Sailing from	Summer Risk.	Hurricane Season.	Winter Season.
	April 1 to Aug. 1.	Aug. 1 to Nov. 1.	Nov. 1 to April 1.
Ports between Cape Ann and Casco Bay inclusive....	1-4 to 3-8	3-8 to 1-2	1-2 to 5-8
Ports eastward of Casco Bay to Penobscot River inclusive.....	3-8 " 1-2	1-2 " 5-8	5-8 " 3-4
Ports eastward of the Penobscot River, in Maine.....	1-2 " 5-8	5-8 " 3-4	3-4 " 1 1-4
Ports in the British province of New Brunswick.....	1 0-0 " 1 1-4	1 1-4 " 1 1-2	1 1-2 " 2 1-2
Ports in the British province of Nova Scotia, except Cape Breton Island.....	3-4 " 1	1 0-0 " 1 1-4	1 1-4 " 2 0-0
Ports in Cape Breton Island, or Sydney, Pictou, &c ...	1 1-4 " 1 1-2	1 1-2 " 2 0-0	2 0-0 " 3 0-0
Ports in the St. Lawrence and beyond—at discretion.			

SOUTHERN COASTING.

FROM BOSTON, Sailing from	Summer Risk.	Hurricane Season.	Winter Season.
	April 1 to July 15.	July 15 to Nov. 1.	Nov. 1 to April 1.
To port in Nantucket, Vineyard Sound, Rhode Island, and Connecticut.....	3-8 to 1-2	1-2 to 5-8	5-8 to 3-4
From such port to Massachusetts.....	3-8 " 1-2	1-2 " 5-8	3-4 " 1 0-0
To city of New York, or port in State of New York, on sea coast.....	1-2 " 5-8	5-8 " 3-4	3-4 " 7-8
From such port.....	1-2 " 5-8	5-8 " 3-4	7-8 " 1 0-0
To Albany, or place on North River, above New York city.....	5-8 " 3-4	3-4 " 7-8	7-8 " 1 1-4
From such port.....	5-8 " 3-4	3-4 " 7-8	7-8 " 1 1-4
To port in Delaware Bay and River.....	5-8 " 3-4	3-4 " 1 0-0	1 0-0 " 1 1-2
From such port.....	5-8 " 3-4	3-4 " 1 0-0	1 0-0 " 1 1-2
To port in Chesapeake Bay and waters.....	5-8 " 3-4	3-4 " 1 0-0	1 0-0 " 1 1-2
From such port.....	5-8 " 3-4	3-4 " 1 0-0	1 0-0 " 1 1-2
Sailing from			
To port in North Carolina.....	April 1 to July 15. 1 0-0 to 1 1-2	July 15 to Oct. 15 1 1-2 to 2 0-0	Oct. 15 to April 1. 1 1-4 to 1 3-4
From such port.....	1 0-0 " 1 1-2	1 1-2 " 2 0-0	1 1-4 " 2 1-2
To port in South Carolina and Georgia.....	3-4 " 1 0-0	1 1-4 " 1 1-2	1 0-0 " 1 1-2
From such port.....	3-4 " 1 0-0	1 1-4 " 1 1-2	1 0-0 " 1 1-2
To New Orleans or United States port in Gulf of Mexico	1 3-4 " 2 0-0	2 1-2 " 3 0-0	1 3-4 " 3 0-0
From such port.....	1 1-2 " 1 3-4	2 1-4 " 3 0-0	1 1-2 " 3 0-0

On Cotton and Metals to or from the Gulf of Mexico 1-4 per cent may be deducted.

On " " " ports north of Florida 1-8 " " "

EAST COAST OF SOUTH AMERICA, UNITED STATES AND EUROPE.

SOUTH AMERICA TO EUROPE.

P O R T S.	S A I L I N G.	
	Jan. 15 to Aug. 15.	Aug. 15 to Jan. 15.
From any port in Brazil, except Rio Grande, to any port in Europe, without the Baltic and within the limits of the North Sea, including Gottenburg	1 1-2 to 1 3-4	2 1-2 to 3 1-2
From any port in Brazil, except Rio Grande, to any port in England, France, Portugal, Spain, or any port in the Mediterranean not above Sicily	1 1-2 " 1 3-4	1 3-4 " 2
From any port in Brazil, except Rio Grande, to any port in England, France, Portugal, Spain, or any port in the Mediterranean above Sicily ..	1 3-4 " 2	2 " 2 1-4
From any port in Brazil, except Rio Grande, to any port in the Baltic	2 1-4 " 2 3-4	2 3-4 " 5
From Montevideo, or Rio Grande, 1-2 per cent to be added to the above.		
" Buenos Ayres 3-4 " "		

SOUTH AMERICA TO UNITED STATES.

P O R T S.	S A I L I N G.	
	Jan. 15 to July 15.	July 15 to Jan. 15.
From any port in Brazil, except Rio Grande, to any port in the United States	1 1-4 to 1 1-2	1 1-2 to 2
From Rio Grande, or Montevideo, to any port in the United States	1 3-4 " 2	2 " 2 1-2
From Buenos Ayres to any port in the United States	2 " 2 1-4	2 1-4 " 2 3-4

EUROPE WITHIN THE NORTH SEA, TO SOUTH AMERICA.

P O R T S.	S A I L I N G.	
	Oct. 15 to March 1.	March 1 to Oct. 15.
From any port in Europe, without the Baltic, and within the North Sea, including Gottenburg, to any port in Brazil, except Rio Grande	2 1-2 to 2 3-4	1 1-2 to 1 3-4
From any port in the Baltic to any port in Brazil, except Rio Grande	3 " 5	1 3-4 " 3 3-4
To add 1-2 per cent, if to Rio Grande, or Montevideo.		
" 3-4 " Buenos Ayres.		

UNITED STATES TO SOUTH AMERICA.

P O R T S.	S A I L I N G.	
	April 1 to Nov. 1.	Nov. 1 to April 1.
From any port in the United States, north of Cape Florida, to any port in Brazil, except Rio Grande	1 1-4 to 1 1-2	1 1-4 to 1 1-2
To add 1-2 per cent if to Rio Grande or Montevideo.		
To add 3-4 per cent, if to Buenos Ayres.		

EUROPE, WITHOUT THE NORTH SEA, TO SOUTH AMERICA.

P O R T S.	S A I L I N G.	
	April 1 to Nov. 1.	April 1 to Nov. 1.
From any port in Europe, not in the Baltic, or North Sea, and not above Sicily, to any port in Brazil, except Rio Grande	1 1-4 " 1 1-2	1 1-2 " 2
To add 1-4 per cent from any port beyond Sicily.		
" 1-2 " if to Rio Grande or Montevideo.		
" 3-4 " if to Buenos Ayres.		

UNITED STATES, INDIA, CHINA, AND THE PACIFIC OCEAN.

	OUTWARD.	HOMEWARD.
	per cent.	per cent.
INDIA—BENGAL	1 1-2 to 2 1-2	1 3-4 to 3
If sailing from Bengal or ports in the bay, between April 1 and October 1.....	....	2 „ 4
JAVA, PENANG, OR SINGAPORE, one port.....	1 1-2 to 2 1-2	1 1-2 to 2 1-
SUMATRA	2 „ 3	2 „ 3
CANTON OR MANILLA.		
If sailing from United States between Jan. 1 and July 1.....	1 3-4 to 3	
If sailing from United States between July 1 and Jan. 1.....	2 1-4 „ 4	
If sailing from Canton or Manilla, between October 1 and April 1.....	....	1 3-4 to
If sailing from Canton or Manilla, between April 1 and October 1.....	....	2 1-4 „ 4
From Canton to Manilla, or from Manilla to Canton	1-4 „ 3-8	
If sailing from Batavia to Canton or Manilla, between October 1 and April 1.....	1 „ 2	
If sailing from Batavia to Canton or Manilla, between April 1 and October 1.....	1-2 „ 1	
If sailing from Canton or Manilla to Batavia, between October 1 and April 1.....	1-2 „ 1	
If sailing from Canton or Manilla to Batavia, between April 1 and October 1.....	1 „ 2	
PACIFIC OCEAN,		
To any port in the Pacific not north of the equator on the coast, or to the Sandwich Islands.....	1 1-2 to 2 1-2	1 1-2 to 2 1-2
To the Pacific, north of the equator on the coast	2 1-2 „ 4	2 1-2 „ 4
VOYAGES ON TIME,		
To the Pacific, on vessels	4 1-2 to 6	} per annum.*
„ on cargoes.....	4 1-2 „ 6	
East of the Cape of Good Hope.....	4 1-2 „ 6	
To the Cape of Good Hope	1 1-2 to 2 1-2	
From the Cape of Good Hope	1 1-2 „ 2 1-2	
For touching at the Cape of Good Hope.....	1-2 „ 1	

* Warranting one year's premium.

Europe instead of the United States for the commencement or termination of the above passages, to be at the same rates as to or from the United States, to add one per cent, if in the North Sea between October 1 and March 1.

No charge for stopping at either Anjer or St. Helena.

UNITED STATES AND EUROPE.

OUTWARD RISKS.

FROM THE GULF OF MEXICO,	SAILING.		
	Jan. 15 to July 15.	July 15 to Oct. 15.	Oct. 15 to Jan. 15.
	per cent.	per cent.	per cent.
To St. Petersburg, or a port in the Baltic.....	2 to 2 1-4	3 to 3	
To a port in the North Sea, in Belgium, Holland, Germany, Sweden, Denmark, &c.	1 3-4 „ 2	2 3-4 „ 4	3 to 4
To a port in Great Britain, Ireland, or France.....	1 1-2 „ 1 3-4	2 1-2 „ 3	1 3-4 „ 2
To a port in Portugal, Spain, or in the Mediterranean, not beyond Sicily and Malta.....	1 1-2 „ 1 3-4	2 1-2 „ 3	1 3-4 „ 2
To a port in the Mediterranean beyond Sicily and Malta	1 3-4 „ 2	2 3-4 „ 3	2 „ 2 1-4
FROM ATLANTIC PORTS,	Feb. 15 to July 15.	July 15 to Oct. 15.	Oct. 15 to Feb. 15.
	per cent.	per cent.	per cent.
To St. Petersburg, or a port in the Baltic.....	1 3-4 to 2	2 to 4	
To North Sea, Germany, Holland, &c., one port.....	1 1-2 „ 1 3-4	1 3-4 „ 3	2 1-2 to 3 1-2
To Great Britain, France, or Ireland, one port.....	1 1-4 „ 1 1-2	1 1-2 „ 1 3-4	1 1-2 „ 2
To Portugal, Spain, or the Mediterranean, not east of Sicily and Malta	1 1-4 „ 1 1-2	1 1-2 „ 1 3-4	1 1-2 „ 2
To a port in the Mediterranean, beyond Sicily and Malta.....	1 1-2 „ 1 3-4	1 3-4 „ 2	1 3-4 „ 2

at-4 per cent may be deducted from the above rates, on cotton.

To Ports in the Gulf of Mexico—in the United States.

HOMEWARD RISKS.

P O R T S.	S A I L I N G.			
	March 1 to June 15.	June 15 to Aug. 15.	Aug. 15 to Oct. 1.	Oct. 1 to March 1.
From the Baltic—See Table.	per cent.	per cent.	per cent.	per cent.
From a port in the North Sea ...	2 to 2 1-2	3 to 3 1-2	2 to 2 1-2	3 to 3 1-2
From a port in Great Britain or Ireland, general cargo	1 3-4 „ 2 1-4	2 3-4 „ 3 1-4	1 3-4 „ 2 1-4	2 „ 3 1-4
From a port in Great Britain or Ireland, dry goods, with average on each package.....	2 „ 2 1-2	3 „ 3 1-2	2 „ 1-2	2 1-2 „ 3 1-2
From Havre ditto ditto....	1 3-4 „ 2 1-2	2 3-4 „ 3 1-4	1 3-4 „ 2 1-4	2 „ 3 1-4
From a port in the south of Europe, not east of Malta.....	1 3-4 „ 2 1-2	2 3-4 „ 3 1-4	1 3-4 „ 2 1-4	2 „ 3 1-4
From a port in the Mediterranean, beyond Sicily and Malta	2 „ 2 1-2	3 „ 3 1-2	2 „ 2 1-2	2 1-4 „ 3 3-4

To Ports North-Eastward of Cape Florida—in the United States.

P O R T S.	S A I L I N G.	
	March 1 to Oct. 1.	Oct. 1 to March 1.
From the Baltic—see Table.	per cent.	per cent.
From the North Sea.....	1 1-2 to 2	2 1-2 to 3
From Great Britain or Ireland, general cargoes..	1 1-4 „ 1 1-2	1 1-4 „ 2
Ditto ditto ditto dry goods, with average on each package.....	1 1-2 „ 2	1 1-2 „ 3
From Havre ditto ditto ditto....	1 1-4 „ 1 1-2	1 1-4 „ 1 1-2
From a port in the south of Europe, not east of Malta.....	1 1-4 „ 1 1-2	1 1-4 „ 2
From a port in the Mediterranean, beyond Sicily and Malta.....	1 1-2 „ 2	1 1-2 „ 2 1-2

One-quarter per cent to be added on hardware.

GENERAL REGULATIONS.

1. If there be any lime on board on cargo, or on freight, fifty per cent to be added to the premium for the passage.
2. If any goods are shipped and insured as on deck, not less than double premium to be charged, with condition not to be liable for damage by wet or exposure, nor for partial loss under fifteen per cent.
3. The north-east, or unfavourable monsoon in the China seas for outward passages to China, is from the 1st day of October to the 1st day of April.
4. The south-west, or unfavourable monsoon for homeward passages, is from the 1st day of April to the 1st day of October.
5. The hurricane months in the West India latitudes, are from the 15th day of July to the 15th day of October, and said latitudes shall be considered as being within the parallels of 10 degrees and 28 degrees of north latitude, and 58 degrees and 86 degrees of west longitude.
6. The North Sea, as expressed for additional premiums for winter months (viz., from the 1st day of October to the 1st day of March), is considered north of latitude 50 degrees north, and east of longitude 2 degrees east.
7. For any other division or allowance of average for partial loss on the whole interest of the assured under deck, than is provided for in our printed form of policy, an additional premium shall be charged of not less than one-quarter per cent, except on the rates for such cases from Great Britain and Havre already provided for in this tariff; and except on risks north and east of Florida coastwise, on which not less than one-eighth per cent additional premium shall be charged.
8. To add not less than one-quarter per cent for each port used more than one, at either the beginning or the ending of the voyage, for each time used; except risks provided for in

the 14th article, and, except Elsineur, Anjer, St. Helena, and a port for advice in the British Channel.

9. In all cases of over-insurance, ten per cent of the return premium is to be retained by the insurers, not exceeding one-half per cent on the amount of short property.

10. Premiums on vessels and freights not to be less than those on cargoes of general merchandise for same voyages.

11. Specie and bullion, excepting to port or ports beyond the Cape of Good Hope or Cape Horn, to be insured as the parties may agree: provided, that it shall never be at a greater reduction than one-third from the rates herein fixed for merchandise on the same passage.

12. Specie and bullion, to port or ports beyond the Cape of Good Hope or Cape Horn, may be insured at one-quarter per cent less than merchandise.

13. When several passages are included in the same policy, the rates for each passage are to be added together.

14. If insurance be made from foreign ports to port or ports of discharge, or final port of discharge, in the United States, the coastwise premium to be added for each port used, more than one, in the United States.

15. With regard to risks not provided for in this tariff, it is agreed that the parties are to make contracts at discretion, but it is expected that companies will require rates equivalent to those named in this tariff on risks of like value, acting in good faith, and not taking one risk for a lower rate in consideration of receiving the tariff rates on another.

16. Copenhagen is considered as in the Baltic.

17. Gottenburg is not considered as in the Baltic.

INLAND NAVIGATION INSURANCES. — The Boston premiums for inland insurances are so nearly the same as those in the tariff of premiums which we have inserted under the head of "New York," that it would be superfluous to insert those of Boston here.

CLASSES OF HAZARDS AND RATES OF PREMIUMS FOR INSURANCE AGAINST LOSS OR DAMAGE BY FIRE, IN THE CITY OF NEW YORK, AS ADOPTED BY THE NEW YORK INSURANCE COMPANIES.

RULES.

1. When two buildings, having no interior communication, are offered for insurance, a specific sum must be insured on each, and in like manner on property in each; but two buildings, *having* interior communication, *and occupied by the same person*, may be considered as *one* building.

2. When a building, or two or more buildings communicating, are occupied by two or more tenants, either of whom requires the hazardous or extra-hazardous privilege, the other tenants, as well as each of the buildings, shall be subject to the same charge.

3. When two buildings adjoining, with separate walls through the roof, communicate by doors or other openings, *five* cents additional premium to be charged on such and their contents, if occupied by more than one tenant.

Note.—No charge to be made for want of coping on a separating wall on which the charge is made for communication.

4. Policies may be once renewed for the ratio of the premium required for the period of time for which the policy was originally made.

5. Policies, with the consent of the company, may be assigned, or may be transferred from one building to another, the difference in the risk, if any, being paid.

6. A policy may be cancelled by retaining the short rate for the time expired, but in no case for less than one month, and the premium for unexpired time allowed in a new insurance, or refunded.

7. Carpenters' risks for *fifteen days*, may be granted *once* during the existence of the

same policy, *gratis* ; but if granted for more than fifteen days, and less than a year, to be charged according to the scale for short insurances.

8. No premium for *less than one month* shall in any case be charged, excepting for carpenters' risk, which may be taken for fifteen days at half the premium for one month.

CLASSES OF BUILDINGS, AND RATES OF ANNUAL PREMIUMS, IN THE CITY OF NEW YORK.

The rates affixed to the several classes, are the premiums on buildings when occupied for purposes not hazardous, or containing merchandise, or other property, not hazardous. When otherwise occupied, the following additional premiums are charged on the buildings, as well as on merchandise and other property therein :

	cents.
Hazardous occupancy	10
Extra hazardous ditto	25
Specially hazardous, the premium that may be agreed on in each case, not less than .	50
Merchandise, not hazardous, is charged in addition to the rate of the building containing it	5

Merchandise, and other articles, denominated hazardous or extra hazardous, and to which a star (*) is prefixed in the classes of hazards and minimum rates (such as paper in reams, books, stationery, watches, jewellery, &c.), are deemed not to affect the buildings in which they are contained, or other property therein.—The additional premium on those articles being charged, because of their peculiar liability to damage and loss.

DWELLING HOUSES.

	cents.
1st Class. Buildings of brick or stone, roof of tile, slate, or metal, gable walls above the roof, and coped, per 100 dollars	30
If gable or party walls below the roof	35
2nd. Buildings of brick or stone, roof, tile, slate, or metal, and part wood	45
3rd. Buildings of brick or stone, roof, wood	50
4th. Buildings of wood, with brick front, and filled in with brick to the peak	65
5th. Buildings of wood, with brick front, filled in to the plate	75
Or buildings of wood, filled in to the peak	75
Or buildings of wood, adjoining brick walls on each side	75
6th. Buildings of wood, with hollow walls, and brick front	85
Or buildings of wood, filled in to the plate	85
Or buildings of wood, adjoining a brick wall on each side	85
7th. Buildings of wood, with hollow walls, fronting on the street	90
Or buildings of wood in the rear	115

Note.—Buildings which partake of two or more classes, to be charged a *fair proportionate* price.

WAREHOUSES AND STORES.

	cents.
Of the following description, will be insured, per 100 dollars, at	30
Situatd—in streets not less than fifty feet wide.	
Height—not exceeding forty feet.	
Walls—brick or stone, independent, and twelve inches or more in thickness.	
Or party walls, sixteen inches to the garret floor.	
Or party walls, twelve inches to the garret floor, with projections.	
The gable or party walls in each case carried above the roof, and coped.	
No openings in the gable walls, excepting on the corner of a street.	
Roof—tile, slate, metal, or cement.	
Gutters—brick, stone, or metal.	
Window shutters—solid iron, excepting the lower story fronting the street.	

No dormar windows, unless with iron shutters, the sides and roof of fire-proof materials.

No sky-lights, exceeding ten square feet.

Additional Charges for variations from the foregoing description.

cents.

Street—less than fifty feet wide, for each foot less 1

Height—more than forty feet from the sidewalk to the eave of the roof, for the excess, per foot 2

Note.—The highest part of the front in all cases to be measured, and when fronting on two streets, the lowest front to be taken. In measuring the height of buildings, or the width of streets, the odd inches are not to be taken into the account.

Walls—twelve inch party walls to the garret floor, without projections, for each wall 6

Note.—This charge not to be made on buildings less than four stories high.

Gable or party walls—not above the roof, for each wall 3

Roof—tile, slate, or metal, and a part wood 6

All wood 15

Shutters—not of solid iron, for each wall 5

Excepting the lower story fronting the street, and excepting one of the walls at the corner of a street, if the other be charged.

Gutters—not of brick, stone, or metal, front and rear, for each 5

Corner buildings to be charged for only one front.

Dormar windows—without iron shutters, or without the sides and roof of fire-proof materials 5

Skylights—exceeding ten square feet 5

Note.—When the premises are occupied by one tenant only, five cents per 100 dollars are to be deducted from the rate of premium. The separate use of fire or lights to constitute two tenants.

When the rate of a building exceeds 100 cents (exclusive of the charge for occupancy), the excess to be discretionary.

CLASSES OF HAZARDS.

Not Hazardous.—Goods not hazardous are to be insured at five cents per 100 dollars in addition to the rate of the building in which they are contained; including coffee, flour, household furniture, indigo, linen, paints ground in oil, potash, rice, spices, sugars, teas, threshed grain, wine in casks, and such articles as are usually kept in dry-goods' stores.

Hazardous.—The following trades and occupations, goods, wares, and merchandise, are considered *hazardous*, and are charged ten cents per 100 dollars, in addition to the rate or premium on the building, viz.:—*Basket-sellers; block and pump-makers; China or earthen or glass-ware, or plate-glass in boxes, crates, or casks; cotton in bales; fire crackers and other fire works; flax; grocers with any hazardous articles; gun-smiths; *hardware and cutlery; *hat-finishers, hay pressed in bundles; hemp; liquor bottling cellars; *looking-glasses in boxes; Manilla grass; *milliners' stock; oil; *paper-hangings; *paper in reams; pitch; porter houses; rags in packages; sail-makers; saltpetre; cigar-makers; spirituous liquors; sulphur; tallow; tar; taverns; turpentine; victualling-shops; *window-glass in boxes; wine-dealers' stock, not including wine in glass, unpacked; *wine, in glass; in packages; *wooden-ware sellers.

Extra hazardous.—The following trades and occupations, goods, wares, and merchandise, are deemed *extra hazardous*, and will be charged twenty-five cents and upwards per 100 dollars, in addition to the rate of premium on the building, viz.:—Acids, inflammable; alcohol; apothecaries; basket-bleachers or makers; blacksmiths; boat-builders; *book-sellers' stock; brass foundries; brush-makers' stock; *cabinet-makers' stock; carvers; China, or earthen, or glass ware, or looking-glasses unpacked, and buildings in which the same is packed or unpacked; chocolate-makers; colourmen's stock; *confectioners' stock; coopers; copper-plate printers; druggists; ether; fur dressers; grate-makers; *jewellers' stock; lamp manufactories; *lamp sellers' stock; lime unslaked; liquor, in glass, un-

packed. (*Note.*—To subject the building and its contents to hazardous charge only.) Morocco manufacturers ; *optical, mathematical, and musical instrument makers', and perfumers' stock ; painters' stock ; phosphorus ; *pictures and prints ; platers or plated ware, manufactories ; plumbers and pewterers ; *pocket-book makers' stock ; printers of newspapers or engravings ; rag stores ; ship chandlers ; *silversmiths' or stationers' stocks ; snuff-makers ; soap-makers ; spirits of turpentine ; stove manufactories ; tin or sheet-iron workers ; tobacco manufactories ; *toy shop keepers' stock ; type or stereotype foundries ; turners ; upholstery manufactories ; varnish ; *watch-makers' stock, and tools ; *window or plate glass, unpacked ; wine, in glass, unpacked.

Specially hazardous.—The following are deemed specially hazardous, and will be charged, in addition to the rate of the building, as per table of minimum rates, viz. :—Bakers ; bark-mills ; bleaching-works ; blind-makers ; bookbinders ; brewers ; brinstone works ; cabinet-makers ; carpenters ; chair-makers ; chemists ; coach-makers ; comb-makers ; confectionery-makers ; corn-kills ; copper-smiths ; cotton mills ; cotton unpacked ; distillers ; dyers ; firework-makers ; flax-mills ; frame-makers ; fringe makers ; fulling-mills ; gas makers or sellers ; grist or flour mills ; gunpowder ; hat manufacturers ; hay unpacked ; houses building or repairing ; ink-makers ; iron foundries ; ivory-black manufacturers ; lamp-black manufacturers ; livery stables ; lumber yards ; mahogany yards ; malt-houses ; matches-makers ; metal mills ; musical instrument makers ; oil boiling-houses ; oil-mills ; packing buildings and yards ; paper-mills ; perfumery-makers ; planing or grooving mills ; pocketbook-makers ; powder-mills ; printers of books and jobbing ; rectifiers of liquors ; rope-makers ; sash makers ; saw-mills ; spirit-gas-makers or sellers ; stables (private) ; steamboats ; steam-engines in use ; sugar refiners ; tallow-melters or chandlers ; tanners ; tar boiling-houses ; theatres and other places of public exhibition ; timber yards ; turpentine distillers ; varnish-makers ; wool-mills ; and generally all mills and manufacturing establishments, and all trades and occupations requiring the use of fire heat, not before enumerated.

Country Houses.—Constructed of brick, stone, or wood, detached from, and not endangered by other buildings 60 cents per 100 dollars, or upwards.

If roof of slate or metal, 10 cents per 100 dollars
may be deducted.

Barns and stables 85

Note.—When good and sufficient electric conductors are attached, ten cents per 100 dollars may be deducted.

MINIMUM Rates for Hazardous, Extra Hazardous, and Specially Hazardous Risks, to be added to the Rate of the Building.

Note.—When goods, hazardous or extra hazardous, are stored in a building, or when a building is used for the purpose of carrying on any trade or vocation, classed as *hazardous*, *extra hazardous*, or *specially hazardous*, such building, as well as the goods contained therein, shall be charged with the *additional* premium to which such risks are subjected—excepting when a *star* (*) is prefixed, which is intended to denote that *such goods only* are to be charged,—but *not the building*, or other goods *not hazardous* therein.

The origin of the fires, during the year 1840, according to the classification of the commissioners' report, were:—

Supposed to be by incendiaries, forty-three ; supposed to be by design, seven ; accidental, twenty-three ; cause unknown, two ; by an incendiary, one ; by sparks from chimneys, three ; defect in chimneys, three ; sparks from forge, two ; lighted lamp, one ; loco-foco matches, three ; lighted candle, one ; spirit lamp, one ; defect in fire-place, one ; cause not ascertained, two ; from stove-pipe, one ; sparks from candle, one ; slack lime, one.

Description of Buildings in which Fire originated.—Frame buildings, forty-three ; brick, thirty-four ; stone, three ; brick fronts, five ; fire proof, thirteen.

PROFITS OF INSURANCE COMPANIES.

The Atlantic Insurance Company of New York has, in ten years, divided 249½ per cent, and had in 1841 a surplus on hand of 150 per cent, which, if divided, would give the stockholders their capital back, and 300 per cent; and if the interest on the dividends were added, the sum would be much larger.

The following are the dividends declared the first ten years:—

	per cent.		per cent.
July 1st, 1830.....	5	Jan. 1st, 1836.....	25
Jan. " 1831.....	3	July " 1836.....	25
July " 1831.....	5	Jan. " 1837.....	25
Jan. " 1832.....	7	July " 1837.....	12½
July " 1832.....	5	Jan. " 1838.....	15
Jan. " 1833.....	6	July " 1838.....	15
July " 1833.....	6	Jan. " 1839.....	12½
Jan. " 1834.....	10	July " 1839.....	12½
July " 1834.....	10	Jan. " 1840.....	15
Jan. " 1835.....	10	July " 1840.....	15
July " 1835.....	10		

TABLE of the Rates of Insurance of one hundred Dollars on a single Life.

Age.	One Year.	Seven Years.	For Life.	Age.	One Year.	Seven Years.	For Life.	Age.	One Year.	Seven Years.	For Life.
	dls. cts.	dls. cts.	dls. cts.		dls. cts.	dls. cts.	dls. cts.		dls. cts.	dls. cts.	dls. cts.
14	72	86	1 53	30	1 31	1 36	2 36	46	1 92	1 98	3 87
15	77	88	1 56	31	1 32	1 42	2 43	47	1 93	1 99	4 01
16	84	90	1 62	32	1 33	1 46	2 50	48	1 94	2 02	4 17
17	86	91	1 65	33	1 34	1 48	2 57	49	1 95	2 04	4 49
18	89	92	1 69	34	1 35	1 50	2 64	50	1 96	2 09	4 60
19	90	93	1 73	35	1 36	1 53	2 75	51	1 97	2 20	4 75
20	91	95	1 77	36	1 39	1 57	2 81	52	2 02	2 37	4 90
21	92	97	1 82	37	1 43	1 63	2 90	53	2 10	2 59	5 24
22	94	99	1 88	38	1 48	1 70	3 05	54	2 18	2 89	5 49
23	97	1 03	1 93	39	1 57	1 76	3 11	55	2 32	3 21	5 78
24	99	1 07	1 98	40	1 69	1 83	3 20	56	2 47	3 56	6 05
25	1 00	1 12	2 04	41	1 78	1 88	3 31	57	2 70	4 20	6 27
26	1 07	1 17	2 11	42	1 85	1 89	3 40	58	3 14	4 31	6 50
27	1 12	1 23	2 17	43	1 89	1 92	3 51	59	3 67	4 63	6 75
28	1 20	1 28	2 24	44	1 90	1 94	3 63	60	4 35	5 91	7 00
29	1 28	1 35	2 31	45	1 91	1 96	3 73				

LIGHTHOUSE ESTABLISHMENTS OF THE UNITED STATES.

(Extracts from Reports to Congress.)

Original Cost of Construction.—The committee have gone no further back than the year 1791, when the number of lighthouses were only ten, and the entire expense of that year was 22,000 dollars. From that period to the present, the increase has kept pace with the rapidly growing commerce and navigation of the country.

The present number of lighthouses is 256
 " lightboats 30
 " beacons without lights 35
 " buoys, about 1000

The total cost of the lighthouse, lightboat, beacon, and buoy establishment (including cost of sites, buildings, repairs, maintenance, &c.), from 1791 to 1817, was (round numbers) dollars.
 1,872,000
 " from 1817* to 1841 7,216,000

Total 9,088,000

Being an average per annum expense of about 180,000 dollars.

The total cost of building lighthouses (including cost of sites), lightboats, beacons, and buoys, from 1791 to 1817, was 305,000
 " " 1817 to 1841 1,910,000

Total 2,215,000

Deduct cost of beacons and buoys 500,000

Total for 286 lighthouses and boats 1,715,000

Being an average of about 6000 dollars: showing, in the opinion of your committee, great economy in these constructions.* Probably truer economy would have been consulted by more liberal appropriations for these works, thereby adding to their solidity and permanency.†

Comparative Costs of Different Years.—The amount of expenditure of any given year, compared with that of another year, will appear more or less depending on the number of new constructions, either of houses or boats, in the respective years, the amount of repairs, cost of oil, &c. Some seasons are noted for the frequency and violence of their storms; in such years the expense of repairs will be great. The tables furnished us, therefore, will only enable us to draw conclusions for or against the economy of the general expenditure.

The entire expense of 1841 was 474,000 dollars; showing a large proportionate decrease of that of 1791, when, with ten lighthouses, the expense was, as before stated, only 22,000 dollars. Had the expense remained in the ratio of the increased number of lights, it would have been, in 1841, 643,000 dollars.

In 1820, the number of lighthouses, &c., were fifty-five. The whole expenditure for the year was 244,000 dollars. It should have been 842,000 dollars in 1841, if the increase of expenditure had been in the ratio of the increased number of lights. And so of 1835: number of houses, 201; expenditure, 382,000 dollars. The expenditure of 1841 should have been 549,000 dollars.

For the last four years the amount expended in comparison with previous years, for the building of houses and purchase of sites, has been great; but not, in the opinion of the committee, greater than the requirements of navigation demanded. From 1837 to 1841, the aggregate amount of expenditure for all purposes was 2,176,000 dollars. Of this amount there was expended, in the same time, for purchase of sites and buildings, 533,000 dollars; being more than one-fourth of the whole expenditure (1,992,000 dollars) for the same objects for twenty-five years, from 1816 to 1841.

It has been hardly possible that an unnecessary lighthouse could have been built since 1837. In that year Congress, for the first time, very wisely directed the Board of Navy Commissioners to cause thorough examinations and surveys to be made by competent officers of the navy of all the sites proposed for lighthouses mentioned in the Act of the 3rd of March, in that year. These examinations and surveys were made.

Comparative Cost of Construction.—From a report of the secretary of the treasury, made to Congress, in 1836 (Ex. Doc. 1835—36, vol. iii., No. 66), it appears that the cost of lighthouses in the United States is on an average 6000 dollars; while in England the cost is 19,000 dollars, and in France 8000 dollars. From a report of the Director-General of France (see Report of Select Committee to House of Commons, August 8, 1834, Appendix R.), it appears that the average cost of building thirteen lighthouses, &c., in 1832 and 1833, was more, by some hundreds of dollars, than the estimate of the secretary.

The same report shows (p. 7) that the average cost of twelve British lights, built from 1820 to 1834, also exceeds the calculation of the secretary.

* The expense of beacons and buoys, from 1791 to 1819, was 267,783 dollars; from 1819 to this period, the expense has no doubt been greater, annually. During the latter period, the lighthouse, and beacon, and buoy accounts, have been classed together, rendering it difficult to ascertain what the lighthouse establishment proper should be charged with. An expense of 10,000 dollars per annum, for beacons and buoys, from 1791 to 1841, is, no doubt, small enough; making in the aggregate 500,000 dollars.

† Since writing this report, the committee have received from the fifth auditor, the annexed statement (marked B), giving the number of lighthouses built since 1820, and the cost of each; from this statement it appears that the average cost of these lighthouses, including cost of sites, is less than 5300 dollars. The expenditures are less than the appropriations for these erections by more than 224,000 dollars.

From the statement furnished by the auditor, annexed (marked C), it appears that the cost of the construction of thirty-three lightboats averages about 9100 dollars, and that the expenditure for these constructions is less than the appropriations by 59,000 dollars, showing an aggregate expenditure for these objects of 283,000 dollars less than the appropriations.

The average cost of sites and building thirteen lights in Ireland under the Dublin Board, from 1820 to 1834, is more than 65,000 dollars.—(Ibid., p. 74.)

* From an estimate made by M. Fresnel, French Director of Lights (Ibid., Appendix R., p. 236), it is shown, that—

Thirty-one lights, to be built in 1833, 1834, 1835, and 1836, would cost on an average about	dollars.
Ditto, apparatus, lantern, lamps, &c.	20,000
Of these thirty-one lights, eighteen were to be of the first order, and would cost, on an average, for sites and building	4,500
Ditto, apparatus, lantern, lamps, &c.	27,000
	5,500

Expense of Establishment, compared with that of England and France.—From a report of the Fifth Auditor, made to Congress, October 1, 1835, it appears that—

The average expenses, per annum, of sustaining each lighthouse, including repairs, salaries of keepers, oil, &c., was	dollars.
Ditto, lightboats	911
Ditto, lighthouses in England	2862
Ditto, lightboats in England	2268
	5922

From the report of the Select Committee referred to (p. 30), the average expense of each of the lights is as follows:—

Thirty-six lighthouses in England under Trinity Board	£ 511	dollars.
Thirty-four ditto Ireland ditto ditto	500	
Thirty-two ditto Scotland ditto ditto	514	
Average	508	= 2450
American, as above		911
Difference in favour of America		1539

Expense of Light-Boats.

Thirteen boats in England	£ 1334	dollars.
Three ditto Ireland	1080	
Average	1207	= 5841
American, as above		2862

Difference in favour of American boats 2979

From a report made by the Trinity Board, to which is intrusted the management of the British lights, made to the House of Commons, in 1837, the expenses are thus stated:—

Forty-two lighthouses, average expense	dollars.
Thirteen floating lights ditto	2610
	8381

For the year ending June 30, 1837, the expenses for the same services in the United States were as follows:—

Two hundred and twelve lighthouses, average	dollars.	dollars.
Twenty-seven floating lights	1115	2391
Average expense of British lights	5945	
Ditto ditto American do.	1753	

Difference in favour of American 3742

Being more than 200 per cent in favour of American economy in this branch of the public service.

Besides, in England, commerce is heavily taxed, in the form of light-money, by

the owners and lessees of lighthouses, for their own emolument and for the support of pensioners and charities. There are fourteen lighthouses thus owned. The promptings of individual sagacity and private interest will usually insure the performance of any enterprise or the sustaining of any establishment with an economy much exceeding that used by agents of governments. But the private lights in England are kept up at an expense much exceeding that of the United States.

Fourteen lights in hands of private persons in England, 1834 :

		£
Gross amount of collections		79,676
Allowance for collection	£10,244	
Expense of maintenance	9,100	
		<hr/> 19,344
Profits		60,332

Average expense of maintenance, 650*l*. (3140 dollars). 180 per cent more than American expenditure. (See same report, p. 37.)

The annual expense of maintaining private lights of the first class is much larger, being on an average 4760 dollars. (*Ibid.*, p. 41.)

The expense of the third (smallest) class of individual lights is (average) 2490 dollars, being more than 120 per cent more than the American lights, great and small.

This comparison is highly favourable to the economy of our system.

Comparison with French Lights.—The report of the select committee referred to (p. 31), states that the annual charge of maintaining a lens light of the first order to be 340*l.*, say 1640 dollars; but this is exclusive of repairs.

In all the French accounts of "expense of maintenance," repairs are excluded; so says M. Fresnel, principal engineer (see *Ibid.*, Appendix R.). M. Fresnel says: "These (the British) expenditures are found mixed up with each other (that is cost of maintenance and repairs); hence the impossibility of arriving, with any degree of certainty, at a comparative estimate of the two services (French and British)."

Our accounts are mingled in the same way; hence the like difficulty of instituting a comparison with the expenses of the French lights.

That the expenditure of the French establishment should be less than ours, or that of Great Britain, would excite no surprise, when the relative cost of labour and skill is taken into account.

The British committee (p. 31), after commenting on the unequal expenditure in the maintenance of French and British lights, say: "In explanation of this difference, it must be observed—

"1st. Salaries to light-keepers in England are understood to be nearly double those in France.

"2nd. The price of spermaceti oil used in England is stated to be double to the oil de colza used in France."

Wages in this country are much higher than in England even; and we also use sperm oil. Yet notwithstanding the great inequality in the salaries of keepers and the cost of oil, it will appear from the evidence furnished by M. Fresnel, that the management of our light establishment cannot justly be reproached with want of prudence and economy. M. Fresnel says (see p. 229, Appendix) that

	francs.	dollars.
The annual expenditure of a light of the first class (exclusive of repairs) is	8500	= 1615
The annual expenditure of a light of the second class (exclusive of repairs) is	7000	= 1330
The annual expenditure of a light of the third class (exclusive of repairs) is	3600	= 684

Average

1209

Some nine per cent more than the cost of American lights, including cost of repairs.

The report (p. 233) gives the expenditure of some of the lights specifically, from which it appears that the cost of maintenance is much larger than the above account of M. Fresnel, viz. :

	francs.	dollars.
Cordovan light of the first order, ordinary annual expenditure	11,598	= 2204
Expense of repairs		950
Total expense		3154

Ushant light, first order (p. 235), ordinary annual expenditure (exclusive of repairs) 9000 = 1710

St. Mathieu light, second order, ordinary expenses (repairs excluded) 6000 = 1140

The average annual expense of these three lights (exclusive of repairs) is 1685 dollars; exceeding, by fifty per cent, the average expense of American lights.

The most expensive American light is that on Frank's Island, having two keepers, and, in 1841, amounted to 180,623 dollars, as follows:

	dls.	cts.
Keeper's salary	600	00
Assistant	360	00
Oil 779 gallons	779	00
Tubes, glasses, &c.	68	23
Window glass and putty	9	00

The average expense of the Cordovan and Ushant lights, both of the first order, was 1957 dollars, being more, by 151 dollars than the Frank's Island light.

The little experience we have had in this country in the use of the French lenticular apparatus, induces the belief that our anticipation in regard to the saving of oil, will not be fully realised.

The two lights in the lens plan, at Neversink, consume per annum 1095 gallons of oil; they consumed, on the old plan (thirty-one argand lamps), 992 gallons of oil.

This consumption of oil is about the same as that of a lens light of the first order in France.

It is said in the report (Ibid., p. 32) that "the consumption of oil in the Cordovan lighthouse is equal to that of seventeen argand lamps." The average consumption, per annum, of such a lamp, is thirty-five gallons, which gives to the Cordovan light a consumption of 595 gallons per annum; being nine per cent more than that of one of the Neversink lights.

The French manufacturer of the lenticular apparatus claims for it a great saving of oil. Further experience in this country may demonstrate the reality of this claim. But it remains to be proved to what extent, if any, such saving may be carried.

The communication of M. Lepaute, the manufacturer, to Governor Davis (See Senate Doc. 1st. Sess., 26th Congress, No. 474), in which he attempts to show the difference in the consumption of oil in the French and American lights, does not inform us on what authority the quantities of oil consumed in the American houses are given. With the best intentions to give the quantities correct, he may not have been in possession of the true account of them.

He puts down the quantity consumed at the two Neversink lights, under the old plan, at 1135 gallons; but the amount consumed was 992 gallons only—a mistake of fifteen per cent in favour of his statement. He also puts down for the use of lens lights at that place, 800 gallons, but we consume in them 1095—a mistake of thirty-seven per cent in favour of the lens lights. The two mistakes, combined, show more than fifty per cent in favour of the lenses.

In like manner he puts down the consumption of oil at Frank's Island light, at the mouth of the Mississippi, at 1.050 gallons, but the true amount is only 779 gallons, an error of thirty-five per cent. Should the same errors extend through the whole of his table (and the committee have examined these two cases, being the only ones before them showing the actual quantity of oil consumed) the result, as stated by him, will hardly bear close examination.

It has been said that the French lights are superior to those of any other nation. Their sea-lights are no doubt excellent. They have kept pace with the march of science and the improvements of the age; but it is doubted whether their claim to any considerable degree of superiority can be successfully maintained. The British select committee (*Ibid.*, p. 31,) say the British lights are considered generally very good, and sufficient for the purposes they are intended for, and superior to the generality of French lights, many of which are harbour lights, and, perhaps, small in comparison with the sea-lights."

COMPARISON of American and French Lights in regard to Reach of Light.

FRENCH.

1st order, average portée, about 6½ leagues, 20 miles	3rd order, small, average portée, about 4 leagues 12 miles.
2nd ditto " " " 6 " 18 "	4th ditto " " " 3 " 9 "
3rd ditto " " " 5 " 15 "	Harbour and watch lights " " 1½ " 5 "

AMERICAN.

1st order..... 27 vis., 2 of 9 leagues portée, 27 miles.	Harbour lights...32, viz , 10 of 2 leagues portée, 6 miles.
Ditto ditto... " 3 " 8 " " 24 "	Ditto ditto..... " 3 " 2½ " " 7½ "
Ditto ditto... " 4 " 7 " " 21 "	Ditto ditto..... " 4 " 1½ " " 4½ "
Ditto ditto... " 18 " 6 " " 18 "	Ditto ditto..... " 5 " 1 " " 3 "
2nd order..... 2 " 2 " 6 " " 18 "	Ditto ditto..... " 1 " 0½ " " 1½ "
3rd ditto..... 8 " 8 " 5 " " 1½ "	Whole number, 106
3rd ditto (small) 3 " 3 " 4 " " 12 "	Average of the whole, say 14 miles.
4th ditto 24 " 34 " 3 " " 9 "	Average of 1st, 2nd, 3rd, 3rd (small) and 4th orders, say 15 m.

The committee are unable to give the reach of visibility of all the lighthouses in the United States. The limits of those which have been ascertained warrant the conclusion that they are, on an average, larger than the French lights.

Professor Paine, of Cambridge College, in 1838, made a survey of twelve lighthouses in Boston bay and vicinity. (See House Report, Third Session, Twenty-fifth Congress, No. 187.) He says:—"I therefore feel myself warranted in drawing the following conclusions: that, in ordinary clear weather, our best lights, such as the Boston, Highland, Scituate, &c., are visible from the mast-head of a square-rigged vessel about twenty-five miles; that our second class of lights, such as those on Thatcher's island, Eastern point, the high light on Baker's island, and those on Plum island, are visible from twenty to twenty-two miles; and that the third class, such as those at Straitmouth island, Ipswich beach, Squam, Marblehead, and Long Island head, are visible from fifteen to eighteen miles."

Lieutenant Bache, in his report, to which reference has been made, gives the ranges of visibility of fifteen lights, varying from nineteen to twelve miles, and averaging fourteen miles. Of these lights, eight were of the third class, having only nine inch reflectors; five of the second class, having fourteen inch reflectors; and one of the first class, with eighteen inch reflectors. Mr. Lewis gives a statement of the portées of all the lights of the first class, from Passamaquoddy to South Pass entrance of the Mississippi, in November, 1839, ranging from fifteen to thirty miles, and averaging twenty-four miles.—(Senate Document, 1837—38, vol. ii., No. 138.) Mr. Frick, superintendent of lights at Baltimore, gives the portées of twelve lights in the Chesapeake, ranging from ten to twenty miles, averaging fifteen miles.—(*Ibid.*)

Mr. Anderson, superintendent at Portland, Maine, says, that fifteen harbour-lights in that vicinity can be seen from twelve to eighteen miles. These are not intended to be seen at sea. Also, that twelve coast-lights in the same vicinity can be seen from five to ten leagues.—(*Ibid.*)

It appears from a list of the lighthouses, published by the superintendent, in 1839, that the average "reach of light" of seventy-six lighthouses (that being the number whose reach is given) is nineteen miles. The average "reach" of six of our best lights (Neversink, Baker's island, &c.) is twenty-seven miles and a half.

The committee believe that the statements of average distances of extreme visibility made by Professor Paine, is true in regard to all our lights.

The average reach of light of 170 British lights, as shown in the British list, published at the Hydrographical office, Admiralty, in 1832, is less than fourteen miles. The

average reach of six of their best lights (Needles, Beachy Head, Lundy, &c.) is twenty-eight miles and a half.

In comparison with the progress of improvement in the old world, our march in this, as in almost every other useful establishment, has been extremely rapid. In the comparatively short period of fifty years, we have built 276 lighthouses and boats. Since 1812, the useful effect of our lights has been nearly doubled, and the consumption of oil lessened by more than fifty per cent. For centuries before our existence as a nation, England and France had been commercial nations; but, up to the close of the last century, no improvement had been made in the quality of their lights. About that period oil was substituted for coal. At the close of the year 1812, we had forty lighthouses fitted up with patent-lamps and parabolic reflectors. At that time, both England and France had not ten houses thus fitted up.

It is believed that, when the improvements now in progress shall have been effected (in connexion with a proposed change in the mode of inspection) our system will be more efficient, useful, and economical than that of any other nation.

Forty-four collectors act as superintendents of the lights in their respective districts. By the act of May 7, 1822, their maximum compensation per annum is 400 dollars. Some four or five receive that amount; the others receive from 100 dollars to 200 dollars each, per annum. These superintendents are required to visit the lighthouses but once each year. Captain Howland, who is in the employ of the department, also visits them once in each year, and makes reports of their condition, &c., to the fifth auditor.

Mode of Contracting for Building, Apparatus, and Oil.—Since 1816, all the lighthouses and light-boats have been built by contract, invited by notice in the public prints. The contracts invariably have been given to the lowest bidder, having the ability to guarantee its performance. A suitable practical mechanic is employed to oversee the work constantly. Nothing is paid or advanced to the contractor until he obtains the certificate of the overseer, that the contract has been faithfully performed. In like manner, proposals for fitting up the lighthouses with lamps, reflectors, &c., are invited, and the contracts given to the lowest bidder.

By this mode competition is elicited, and, in the opinion of the committee, economy most effectually promoted. No losses can occur, as no advances are made until the completion of the work.

In the same way all the oil is procured. It is the interest of the contractor to furnish the best quality; for if found bad, he not only gets no pay for it, but is bound to take it back, and substitute the best quality. Actual experiment by burning is the only true test of the quality of oil. The oleometer will not prove it. The practice now adopted of taking samples from each cask and submitting them to the test of the lamp, cannot but insure the best quality. That oil congeals in cold weather is no proof of its badness. Oil pressed in winter, when the thermometer is at a given degree, will congeal whenever the thermometer falls below that degree. A stove and oil heater are the only remedies.

A vessel in the employ of the department is constantly engaged in visiting the lighthouses, supplying them with oil and other necessary supplies and having on board a mechanic to make all proper repairs to the lighting apparatus. Captain Howland, in 1840, 1841, on board this vessel, visited 155 lighthouses, from Maine to the Sabine, and put them in repair. As a proof that the oil furnished by the contractors is good, he found but 900 gallons of oil in all of them bad, and much of this was mere settlements.

It has been objected by some who arraign the department for want of economy, that the average consumption of oil in our lighthouses is less than that consumed in the British houses. This is no doubt true. But the committee do not perceive the justice and consistency of the rebuke, especially as it appears that our lights are more efficient than those of Great Britain. It is said that the average annual consumption of oil per lamp in England is forty-three gallons. From the accounts given by Captain Howland it does not exceed thirty gallons per lamp: showing an economy in the use of oil of more than forty-three per cent over the British lights.

It will be seen by the above statement, that the average expense of the British

floating lights for 1838 was 7660 dollars, and that the average expense of the American floating lights, which, in general, are larger than the British, is 2399 dollars only; and it is asserted in the reports, "that the American floating lights are better adapted for the purpose than the British, and that the lights are seen (whilst the Trinity Board state theirs to be seen about nine miles only) from ten to fifteen miles. A comparison of the drawings of both nations, which is in the light department office, will convince any person of the superior excellence of the American plan."

CHAPTER XXXIV.

CURRENCY AND BANKING INSTITUTIONS OF THE UNITED STATES OF AMERICA.

IF the rise and fatal consequences of the Mississippi scheme in France, and of the South Sea delusion in England, afford lessons of instruction to men who would act wisely as individuals, or to those who may be connected with speculative projects, and especially to those who are intrusted with the administrative, or legislative, affairs of a nation, we may assuredly refer to the history of "Currency and Banking" in America, for facts which ought to teach wisdom by experience.

In reviewing the history of the Currency and Banks of the United States, we shall confine ourselves to facts, to the opinions of leading men in and out of Congress, and to statistical tables; and, we shall refrain from introducing any speculative theory for improving the American system, or rather systems, of currency and banking: leaving the history of facts, and of results, as materials for instruction.

As early in colonial history as 1690, a paper currency was circulated under the designation of bills of credit. For the redemption of these bills, the colonies which issued them pledged their property and revenues. This appeared sufficient, or, at least, plausible, security for maintaining the standard value for which those paper bills were first exchanged. They might well be designated the Paper Currency of Expediency. Their nativity occurred in the gravest, and, as was believed, the most religious of the colonies—Massachusetts. That colony was, at the same time, strange as it may appear, the most warlike.

A maritime expedition was sent, in 1690, from New England against Quebec, attended, comparatively to the resources of the colony, with enormous expense. This expedition was placed under the command of Sir Wm. Phipps, and consisted of thirty-four vessels, and about 7000 men. The armament reached Quebec in safety, and attempted to bombard that fortress. After two gallant actions ashore, the New England forces were compelled to abandon the impracticable enterprise, and sailed down the St. Lawrence. Eight of the principal ships, with all on board, perished in the Gulf. Montreal was at the same time, to have been

attacked by land; but this design was frustrated by the defection of the Iroquois nations.*

To discharge the liabilities to which the colonial administration was pledged, for paying the expense of this disastrous crusade—for it partook of the latter character—bills of credit were used by Massachusetts. The other colonies soon followed this very convenient example. Whenever an emergency arose, no expedient could have been more, readily, suitable to those who did not reflect on future exigencies.

The bills of *crédit*, however, notwithstanding the colonial pledges, soon depreciated, and gave birth to that pernicious variety of currencies, that is to say,—the differences between specie and paper values, which has not yet disappeared in America. At first they depreciated, so far only as to constitute a *legalised* tender for the payment of taxes and debts in New England, at the rates of six shillings paper for a *Spanish* silver dollar; in New York, at eight shillings; and in Pennsylvania, at seven shillings and sixpence for a silver dollar. But the depreciation did not halt at these rates, especially in New England and Carolina.

In 1745, another expedition of a semi-crusade character,† was fitted out in Massachusetts against Louisburg. It was successful in capturing that fortress; but the expense demanded a fresh issue of from 2,000,000*l.* to 3,000,000*l.* in bills of credit, which were declared *lawful money*, and Mr. Pitkin states the depreciation in 1748 as follows, viz.:—100*l.* sterling in specie, or a bill on London, was equivalent in value to *lawful paper money* of New England 1100*l.*, of New York 190*l.*, of East Jersey 190*l.*, of West Jersey 180*l.*, of Pennsylvania 180*l.*, of Maryland 200*l.*, of Virginia 125*l.*, of North Carolina 1000*l.*, of South Carolina 700*l.*‡

Great Britain soon afterwards ceded Louisburg to France, greatly to the mortification, but certainly to the advantage, of Massachusetts: for the latter received from the British treasury about 183,000*l.*, on account of the expenses of the Louisburg expedition; and with this sum compounded for the redemption of paper bills. The composition was under two shillings in the pound sterling: for *fifty shillings* in lawful paper money, one ounce of specie money was given.

The war of American independence, like all modern wars, rendered indispensable the borrowing of money, and the issuing of paper bills of credit. Bills of credit were issued by Congress in 1775 to the amount of 3,000,000 dollars large sums were added afterwards, and Mr. Pitkin observes,—“A depreciation in value was the natural consequence, although Congress made them a tender, in payment of all private debts, and declared a refusal to receive them to be an extinguishment of the debt itself. This depreciation began to be seriously felt,

* Macgregor's *British America*, vol. ii., p. 140. Second Edition.

† See *Ibid.*, vol. i., p. 434.

‡ See also Hutchinson's *History of Massachusetts Bay*, vol. ii., page 436, *et seq.*

early in the year 1777; and increased with the increase of issues. In September 1779, these issues amounted to 160,000,000 dollars; when Congress declared, that, on no account, should they ever exceed 200,000,000 dollars: and bills to this amount were issued, before the close of that year; a sum too large to admit of a redemption at par, and in the course of the years 1780 and 1781, the bills entirely stopped circulation. Nor has any part of them ever been redeemed, except at one hundred for one, under the funding system, first established, by the present national government.

"Soon after the death of continental money, at the suggestion of Robert Morris, superintendent of finance, Congress established a national bank, by the name of, 'The President and Directors of the Bank of North America.' This institution went into successful operation in December, 1781, with a capital of only 400,000 dollars, and under the management of its projector and others associated with him, contributed, as far as its limited means would allow, to relieve the financial distress of the country at that period."

The Bank of North America was not a chartered bank. It was instituted under an ordinance, agreeably to the articles of confederation. Its capital was too limited; and, although managed with judicious wisdom and great ability, by Mr. Morris, it was unable to provide a circulating medium for the United Republic. The war, during its continuance, had annihilated a specie currency in America, by preventing the importation of money, which trade would have brought into the country, and by suppressing also the interchange of commodities, which would have produced much the same effects as the circulation of specie. Trade languished after the war ceased, as the products of labour, for a foreign market, and consequently commerce, are never suddenly brought into activity.

Several of the states resorted again to the colonial expedient of issuing bills of credit, and of framing *tender laws*. Under the latter, personal property was sometimes made a tender for the payment of individual debts: the value of the property being decided by appraisers.

On the adoption of the constitution of the United States, the issuing of bills of credit was abolished. Gold and silver were, alone, declared to be a legal tender, either for the payment of taxes, or of personal debts. This measure was prudent,—but it was embarrassing, when it was ascertained, that for a circulating medium there existed in specie only the savings of thrifty and non-speculating individuals, who would not consider it wise, under a new state of circumstances, to risk the fruits of non-expensive habits, and of industry; and that no more than 2,000,000 dollars constituted the banking capital of the whole United Republic. This capital was invested in the bank of North America; the bank of New York, in the city of New York; and, the bank of Massachusetts, in the city of Boston. It became absolutely necessary to provide for the general emergency. Mr. Alexander Hamilton, a high authority, was secretary of the

treasury in 1790. He boldly recommended the establishment of a national bank, under charter, to be granted in accordance with an act to be passed by Congress for the purpose. Washington was president. Both Jefferson and Maddison were, on constitutional grounds, strongly opposed to the projected institution. The power of calling into action the necessary and proper means of regulating the currency, undoubtedly vested in Congress by the constitution, was argued by the supporters of the national banks, as including the constitutional right to pass the law. Jefferson, Maddison, and others, who opposed the measure, contended that the meaning was restricted to *those means being absolutely necessary*.

It was opposed chiefly, on the ground that the government was restricted to the exercise only of those powers literally specified in the constitution; that the power to incorporate a bank was not specified as one of them; and "that the power given to Congress to pass all laws necessary to execute the specified powers must be confined to all the necessary means to accomplish the ends incidental to the nature of the specified powers. Upon the other side it was contended that incidental, as well as specified, powers belonged to the government; that where general objects were stated as within the province of the government, all the usual means necessary to accomplish those objects were incidental to them; and that a bank was a well-known, and usual, instrument for accomplishing the objects specified by the constitution." It was further maintained, that the power to incorporate banking institutions of any kind whatever was not among the enumerated powers, and that, "to go beyond the specified powers, prescribed by the constitution, was to take possession of a broad, undefined, and dangerous field of jurisdiction." The bank Bill, however, was passed by the two houses of Congress, probably as much through the emergent necessity of regulating the currency, as from an absolute conviction of the constitutional right of Congress to pass a law for granting a charter of incorporation; but certainly not, until after its constitutional principle was argued with extraordinary ability in both houses. "It was also discussed on its constitutional grounds, with great and conflicting ability in the cabinet. The secretary of state and the attorney-general considered that Congress had *transcended its powers*; but a contrary opinion was maintained by the secretary of the treasury. After profound and able debates by his cabinet, the question was referred to President Washington, and he gave it as his deliberate conviction that the power was invested in the government by the constitution to incorporate a bank, and in conformity therewith the bank was established."* •

It was not, however, until February, 1794 that the bank of the United States, in its corporate form, began its operations. The capital of the bank was above ten millions of dollars, of which eight millions were to be subscribed by indi-

* Kent's Commentaries, vol. i., p. 251.

viduals, and two millions by the United States. Two millions of the amount subscribed by individuals were to be paid in specie, and six millions in six per cent stock of the United States. The charter of the bank was limited to the 4th of March, 1811: during which period no other national bank was to be established. This institution was certainly beneficial to the country, and profitable to its stock-holders; for it paid them an annual dividend of $3\frac{1}{2}$ per cent.

As the charter of the bank would expire in February, 1811, Mr. Gallatin, secretary of the treasury, on the 3rd day of March, 1809, reported in favour of a renewal of the charter.

The general condition of the bank was stated by Mr. Gallatin, in his report, as follows:—

Cr. I. Debts due to the bank—		dollars.	dollars.
1. Six per cent stock, remaining part of the original subscription	2,230,000		
2. Loans to individuals, consisting chiefly of discounted notes, at sixty days	15,000,000		
3. Due by banks incorporated by the States	800,000		
			18,030,000
II. Specie in the vaults			5,000,000
III. Cost of lots of ground and buildings erected			480,000
			23,510,000
Total, Cr.			
Dr I. Capital stock of the bank	10,000,000		
II. Moneys deposited by government and by individuals	8,500,000		
III. Bank notes in circulation	4,500,000		
Total, Dr.			23,000,000
Leaving a balance for contingencies of			510,000

The secretary contended that this statement proved that, as a bank, its affairs "had been wisely and skilfully managed."

Mr. Gallatin proposed that, on the renewal of the charter, the capital should ultimately be increased to 30,000,000 dollars.

The report was laid before the senate, and Congress rose the same day. Various plans were brought forward the following year: one, which had few advocates, for establishing a national bank in the city of Washington. The charter of the bank of the United States was allowed to expire. Party feeling, it is alleged, as much as patriotism, prevented its renewal. Mr. Pitkin observes—

"The influence of state banks was also brought to bear on the great question then before Congress; and, when it is considered that the number of these banks had at that time increased to nearly ninety, located in most of the states, with a capital of more than forty millions, their influence could have had no inconsiderable weight. With this union of views and interest against the bank, it is not strange that the charter granting it should be suffered to expire."*

* Mr. Crawford, of the senate, as chairman of the committee on the bill, says, "The democratic presses in these great states (referring to the states opposed to the bank) have, for more than twelve months past, teemed with the most scurrilous abuse against every member of Congress, who has dared to utter a syllable, in favour of a renewal of the bank charter. The member who

War followed, and the state banks furnished to the government the greater part of its loans, in order to carry on the war, and, at the same time, aided in the collection and disbursement of the revenue. Increased issues of paper, and the depression of commerce, occasioned the banks south of New England to suspend payment in specie. Depreciation followed, and the government raised loans, for carrying on the war, upon the most disadvantageous terms.

During the session of Congress of September, 1814, Mr. Dallas, then secretary of the treasury, submitted a plan for a national bank. He contended that its direct tendency would be to restore and continue an uniform national currency: declaring, at the same time, that this object could not be effected by the state banks. The nation had been labouring under the evils of a disordered currency, and Congress, it was believed, felt disposed to organise an institution that might, if possible, afford relief, and establish the credit of the country upon a solid foundation.

Mr. Dallas, secretary to the treasury, brought forward in the session which met in September, 1814, a scheme for a national bank, with a capital of 50,000,000 dollars, divided into 100,000 shares of 500 dollars each; three-fifths of the capital, 30,000,000 dollars, to be subscribed by corporations or, by individuals, and two-fifths, 20,000,000 dollars, by the United States. Of the subscriptions by corporations or individuals, one-fifth, or 6,000,000 dollars, to be paid in specie, and four-fifths, or 24,000,000 dollars, either in specie or six per cent stock, issued since the declaration of war, and in treasury notes, in the proportion of one-fifth of the latter, and three-fifths of the former. The subscription of the United States to be paid in six per cent stock; the treasury notes subscribed might be paid in public six per cent stock; and no part of the public stock, which constituted a portion of the capital, was to be sold, during the then existing war, nor at any subsequent time, for less than par; nor, at any time, to an amount exceeding one moiety, without the consent of Congress. The bank was to be bound to lend to the United States treasury 30,000,000 dollars, at six per cent interest.—*Pitkin*.

A bill was afterwards submitted to the house, nearly in accordance with the above plan.

Differences of opinion, however, were soon manifested, as to some of the principles on which such a bank would be established. These differences involved the amount of capital, and whether it should chiefly consist of six per cent public stock, then issued, or of treasury notes to be issued; whether the United States treasury should hold stock in it, and have a direction in its management; whether the bank should be bound to lend the government 30,000,000

dares to give his opinion in favour of the renewal of the charter, is instantly charged with being bribed by the agents of the bank—with being corrupt—with having trampled upon the rights and liberties of the people—with having sold the sovereignty of the United States to foreign capitalist—with being guilty of perjury, by having violated the constitution."

dollars when required, and be prohibited from selling public stock, during the continuance of the war; and whether it should have power to suspend specie payments.

Mr. Calhoun proposed "that the capital should consist of 6,000,000 dollars in specie, and 44,000,000 dollars in treasury notes, to be *thereafter* issued, and which might be paid in six per cent stock, and sold at the pleasure of the bank; that the United States should not be a stockholder, or have any agency in the management of the institution; that it should not be bound to make loans to the government, nor have power to suspend specie payments." After much debate and division, the bill was amended so as to embrace the above propositions of Mr. Calhoun; and the capital was reduced to 30,000,000 dollars. The bill thus amended did not meet the approbation of the treasury department, nor that of a majority of the house, and was negatived.

"Soon after this, a bill for a national bank, in accordance with the plan proposed by the secretary of the treasury, was passed by the senate, and sent to the house. This bill contained a clause empowering the bank to suspend specie payments, in case, during the war, or one year after, there should be such a demand for gold and silver, as to 'induce a reasonable and probable belief' that it was intended to be exported, so as to endanger the specie capital of the bank, and of the country; or to be *wilfully* withdrawn from circulation, so as to embarrass, obstruct, and discredit the pecuniary transactions of the people and the government, as well as the bank itself; or should be demanded in consequence of a *wilful* accumulation of bills of the bank, with the intention of destroying the credit of the institution. The president of the United States was to have power to direct the bank to resume, or continue to suspend specie payments, as he might deem expedient."—*Pitkin*.

The details of this bill again became subjects of serious debate in the house, and every attempt to amend the bill, so as to make it a specie paying bank, was unsuccessful.

On the third reading, a motion was made by Mr. Webster "To recommen the bill to a select committee, with special instructions, to amend it by reducing the capital to 25,000,000 dollars, by striking out the provisions allowing the bank to suspend specie payments, making it obligatory on the bank to lend money to the government, and prohibiting it from selling its stock during the war" In support of this motion, Mr. Webster pointed out the defects of the bill, as it came from the Senate, and the ill effects it must necessarily have on the credit and currency of the country, with great force of argument, and with not a little sarcastic severity. "The loan of thirty millions," said Mr. Webster, "can only be made by an immediate issue of bills to that amount. If these bills should return, the bank will not be able to pay them. This is certain; and to remedy this inconvenience, power is given to the directors, by the act, to suspend, at their own discretion, the payment of their notes, until the president of the United States shall otherwise order. The president will give no such order, because the necessities of government will compel it to draw on the bank till the bank becomes as necessitous as itself. Indeed, whatever orders may be given or withheld, it will be utterly impossible for the bank to pay its notes. No such thing is expected from it. The first note it issues will be dishonoured on its return, and yet it will continue to pour out its paper, so long as the government can apply it, in any degree, to its purposes.

"What sort of an institution is this?" Mr. Webster asked; "it looks less like a bank than a department of government. It will be properly the paper money department. Its capital is government debts; the amount of its issues will depend on government necessities; government, in effect, absolves itself from its own debts to the bank,

and, by way of compensation, absolves the bank from its own contracts with others. This, indeed, is a wonderful scheme of finance. The government is to grow rich, because it is to borrow without obligation of repaying; and is to borrow of a bank, which issues paper, without liability to redeem it. If this bank, like other institutions which dull and plodding common sense has created, were to pay its debts, it must have some limits to its issues of paper; therefore, there would be a point beyond which it could not make loans to government. This would fall short of the wishes of the contrivers of this system. They provide for an unlimited issue of paper in entire exemption from payment. They found the bank, in the first place, on the discredit of government, and then hope to enrich government out of the insolvency of their bank. With them, poverty itself is the main source of supply, and bankruptcy a mine of inexhaustible treasure. They rely, not in the ability of the bank, but in its beggary; not in gold and silver collected in its vaults, to pay its debts and fulfil its promises, but in its locks and bars, provided by statute, to fasten its doors against the solicitations and clamours of importunate creditors. Such an institution, they flatter themselves, will not only be able to sustain itself, but buoy up the sinking credit of the government. A bank, which does not pay, is to guarantee the engagements of a government which does not pay! John Doe is to become security for Richard Roe. Thus, the empty vaults of the treasury are to be filled from the equally empty vaults of the bank; and the ingenious invention of a *partnership of insolvents*, is to restore and re-establish the credit of both."

The house divided, and the votes were eighty-one in the affirmative and eighty in the negative. The speaker, being opposed to the bill, gave his vote in the negative: the votes being equal, the bill was lost.

The bill was reconsidered the next day, and referred to a select committee, who soon after reported the same, with amendments, reducing the capital to 30,000,000 dollars, to consist of 5,000,000 dollars in specie, 15,000,000 dollars in treasury notes, and 10,000,000 dollars in stock of the United States, issued since the declaration of war, with a reservation of a right in the United States to subscribe an additional 5,000,000 dollars, payable in four per cent stock. Other amendments were also proposed by the committee, particularly by striking out the clauses relating to a compulsory loan, and the power of suspending specie payments. These amendments were substantially agreed to in the house, and the bill was passed by a large majority, 120 to 37; and was finally concurred in by the senate.

This bill was returned by the president, with his objections, not founded upon the question of constitutional power—a question which the president expressly waived, as being *fully settled*; but because, in his opinion, it was not calculated "to answer the purposes of reviving public credit, of providing a national medium of circulation, and of aiding the treasury, by facilitating the indispensable anticipations of the revenue, and by affording to the public more durable loans." The bill, not being *repassed* by two-thirds of the senate to which it was returned, did not become a law.* A national bank, how-

* In order to meet the expenses of carrying on the war, Mr. Jefferson recommended the issue, on the part of the government, of 200,000,000 dollars of paper money! Mr. Wharton, of Pennsylvania, in an ably written article on "Banking," observes:—"The suggestion of Mr. Jefferson was not adopted, but the principles involved in his scheme, namely, to carry on the war without disturbing the popularity of the administration, by the imposition of direct taxes—were attempted to be put in operation by the proposed establishment of a national bank. 'A bill,' says Mr. Gouge, in his excellent work, 'A History of Paper Money and Banking'; 'was got up in the senate to establish a bank with a capital of 50,000,000 dollars, of which 5,000,000 dollars were to be paid in coin, 15,000,000 dollars in six per cent stock, 20,000,000 dollars in treasury notes, and 10,000,000 dollars to be subscribed by government. In one paragraph, it was declared 'the said corporation shall be bound to lend the government, reimbursable at their pleasure, 30,000,000 dollars;' and in another paragraph, it was expressly provided, that 'until the first Monday in April, 1816, it shall not be obligatory on said corporation to pay its notes in specie.' Authority was also given to Congress to authorise, in certain contingencies, 'the suspension of specie payments, for such time or times as they may deem proper.'

This bill, it was observed, "which would have done honour to the repudiating legislation of Mississippi, or to the non-paying state of Pennsylvania," was passed, on the 18th of July, 1815, in the senate of the United States, by a vote of eighteen to sixteen.

ever, seemed the only resource left to restore public credit, and enable government to prosecute the war; the senate, therefore, immediately passed another bill, in accord-

"This scheme of paying the debts and the current expenditures of the government, not by means of taxation, but by incurring new liabilities—founded as it was on unsound principles of currency and banking, and still more unsound principles of morals—is thus forcibly characterised by Mr. Webster, at that day if not a leading member of Congress, certainly one of the most able of them:—

"From this miserably conceived, but plausible and popular scheme, founded on reasonings alike repugnant to the principles of currency, of banking, and finance; to the conclusions of common sense, and the dictates of common honesty, so happily exposed to the contempt, ridicule, and reprobation of the world; the country was only saved by the reception of news of peace with Great Britain, while the bill was on its passage through the lower branch of Congress. 'In the timely arrival of that intelligence,' says Mr. Gouge, 'we must attribute the delivery of the country from the curse of a national paper currency.' If Mr. Madison, and the gentlemen of his cabinet, had been allowed to take their own way, we should have had a national bank with a paper capital of 50,000,000 dollars, issuing notes—redeemable in paper."

"The unsound and immoral principles embraced in this plan of a bank contrived under the administration of Mr. Madison, and while Mr. Dallas was at the head of the treasury; a man wholly ignorant, as his writings and his conduct have shown, of the principles of currency and finance; or careless, if not thus ignorant of the mischievous consequences of his scheme; are similar to those on which the legislature of Pennsylvania acted, at the gratuitous suspension of specie payments in that state, in 1839. The banks of Pennsylvania were enabled, by an application to the legislature, to continue in a state of suspension, and, by so doing, to defraud their creditors; on the condition that the state, which was deeply in debt and in discredit, should have the privilege of defrauding the shareholders of the banks, by exchanging its almost worthless certificates of state debt, for the paper issues of those banks; for bank notes which, though unredeemable in coin, and depreciated, could be forced, as good money, on the creditors of the state, and on the people of other states.

"In such a dishonest and foolish copartnership, both parties, however, suffered. The banks have lost nearly all their capitals, while the debt of the state has risen since the suspension of 1839, from about 30,000,000 dollars to upwards of 40,000,000 dollars, and it is now accumulating at a rate which will double its present amount in less than ten years.

"So in respect to the operative effects of the financial principles laid down in the scheme of Mr. Madison and his cabinet. If it had prevailed, and the war expenditure been continued for a few years more, on the war scale of expenses; the national debt, at the termination of the war, instead of being 130,000,000 dollars, would have been five times, and perhaps ten times, that amount. It would, in any event, have required such a burdensome rate of taxation, direct, as well as indirect, as this nation have no practical knowledge of, and which might have made the doctrine of repudiation—or, at any rate, the doctrine of nonpayment of debt—as acceptable and popular in Congress and out of Congress, as both of them now are in some five or six or more members of the confederation.

"Of the debt incurred during the war with Great Britain, full one-fourth of it was the effect of our paper currency. From its great depreciation, the government was robbed of a considerable portion of its revenue, the taxes and duties having been paid, as they will always be in all such cases, in the cheapest circulating medium, namely, in those bank-notes which are the most depreciated in value. Secondly, their borrowings upon issues of stock certificates and treasury notes were received in the most depreciated notes in circulation, while the debt of 130,000,000 dollars was, after the conclusion of the war, paid in a sound and honest currency of the present standard value.

"But enormous as have been the direct and immediate expenses of the wars of Great Britain and of this country, considering their short duration—the indirect, collateral and remote pecuniary consequences, connected with wars and consequent upon them—have been much greater, and more burdensome; to say nothing of the political and moral evils, infinitely more destructive of the virtue and happiness of mankind, than can arise from any amount of pecuniary injuries which wars have ever occasioned.

"Of the economical effects of the wars referred to, between all our navigating and commercial competitors—in which this nation only participated for a short time—upon the production and consumption of one of our greatest staples, cotton—we shall, in the succeeding number, produce facts that will demonstrate the truth of our assertion—a truth which it is important to have sustained, admitted, believed, and felt—and what is that truth? Why, that the general, the great, the universal interests of this nation, and of other nations—limited even to the mere and mean consideration of pecuniary thrift—mean in comparison with other and higher considerations—are best promoted by a continuance of peace; of peace not merely between this country and other countries—but a peace among all the nations of the earth."—*Letters to Cotton Manufacturers.*

ance with the views of the secretary of the treasury; and which was sent to the house on the 13th of February, 1815, and would, according to Mr. Pitkin, have then passed, but for the arrival of the news of peace with England. "At the very moment when the question was to be taken on the passage of the bill, the mail arrived from New York, bringing a letter to one of the members, put in as the mail was closing, informing him that a rumour had just reached the city of a vessel's being at the Hook, bringing news of peace. The house, apprised of this, immediately adjourned without taking the question; and the next day the news being confirmed, the bill itself, on motion of Mr. Lowndes, was postponed indefinitely; and the subject of a bank was no further agitated during the remaining short period of the session."—*Pitkin.*

Mr. Wharton, of Pennsylvania, author of several articles on commercial legislation, observes with reference to the chartering (in 1816), of the new bank of the United States—

"Congress met on the 4th of December, 1815, and while, by the great body of the people, the relief to be experienced from legislation was rated at the highest pitch, the legislature itself entered into the field with an ardour and enthusiasm unprecedented since the formation of the government. The return of peace had produced a buoyancy in the hearts of the great mass of the population, which is only to be compared with that experienced by a crowd of boys, who, on a bright March morning, throw open the windows of their school-room, and discover that the frost has already begun to loosen its nets from the face of the earth. Men looked northwards, and southwards, and westwards, at the great and fertile tracts which had just been reclaimed from the hazards of border war; and, as the want of the ancient mechanist had been once supplied—as a base had been discovered on which should rest the lever by which a world could be moved, the only thing remaining was, that the lever itself should be constructed. The capitol was looked up to as the necessary shop from whence the machinery should issue. By Congress a bank must be chartered, whose influence should counteract the costiveness which had impeded the monetary circulation. To Congress was committed the task of removing, on the one hand, the national debt, and of cancelling, on the other, the existing taxes. Through Congress, not only the desolation which had followed a protracted war was to be remedied, but fresh and permanent springs of prosperity were to be opened. That wise and equal trust in personal industry and personal honesty, by which alone permanent prosperity can be insured, was forgotten, and the people rushed to the legislature for the production of a panacea which should restore the drooping energies of the land and multiply its resources.

"The tone and bearing of the new Congress was calculated to promote the popular expectation. The old lines of party demarcation vanished, and each interest, no longer checked by past professions or personal experience, was willing to enter with the fullest enthusiasm into the new plans of national aggrandisement. The old party leaders had retired from the stage, and in their place was found a generation who had known them not. There were but few members of either house who could date their legislative history to the days of the first president, and among them Mr. Rufus King, in the senate, and Mr. Randolph, in the house, were the only men whose parliamentary abilities equalled their parliamentary experience. The demolition of the federal party during Mr. Jefferson's administration, and the war enthusiasm under Mr. Madison, had gone a great way to destroy, in the minds of the statesmen who then rose into action, those restraints which party discipline or hereditary prejudice might have created. When we look over the votes of the thirteenth and fourteenth congresses, we are surprised to find that the old party landmarks are reversed, and that the nominal federalists are discovered battling against measures once deemed instinct with federalism, while the nominal democrats give their earnest support to plans at which the father of democracy shuddered. There was, in fact, a broad and defined boundary line between the statesmen of the revolutionary war, and those of the war of 1812. Ordinarily, the texture of the legislature preserves an aspect of uniformity from session to session, from the fact that though changes take place, they take place gradually, and that though new members must necessarily

arise, they appear, like fresh strands woven into a rope at intervals, so divided as to preserve unbroken the continuity of the series. But, at the time of the late war, the capitol received an instalment of young legislators, all of them about the same age, and most of them endowed with great ability."

On the 6th of December, 1816, a motion was made and agreed to, "that so much of the president's message as related to a uniform national currency be referred to a select committee; and it was ordered that Mr. Calhoun, of South Carolina, Mr. Macon, of North Carolina (who soon after was removed to the senate) Mr. Pleasants, of Virginia, Mr. Hopkinson, of Pennsylvania, Mr. Robertson, of Louisiana, Mr. Tucker, of Virginia, and Mr. Pickering, of Massachusetts, be the said committee. To their charge was committed the following passage from Mr. Madison's message:—

"The arrangements of the finances, with a view to the receipts and expenditures of a permanent peace establishment, will necessarily enter into the deliberations of Congress during the present session. It is true, that the improved condition of the public revenue will not only afford the means of maintaining the faith of the government with its creditors inviolate, and of prosecuting successfully the measures of the most liberal policy, but will also justify an immediate alleviation of the burdens imposed by the necessities of the war. It is, however, essential to every modification of the finances, that the benefits of a uniform national currency should be restored to the community. The absence of the precious metals will, it is believed, be a temporary evil; but, until they can again be rendered the general medium of exchange, it devolves on the wisdom of Congress to provide a substitute, which shall equally engage the confidence and accommodate the wants of the citizens throughout the union. If the operation of the state banks cannot produce this result, the probable operation of a national bank will merit consideration; and if neither of these expedients be deemed effectual, it may become necessary to ascertain the terms upon which the notes of the government (no longer required as an instrument of credit) shall be issued, upon motives of general policy, as a common medium of circulation."

On December 25, 1815, Mr. Calhoun, as chairman of the bank committee, received from the secretary a letter both long and elaborate, presenting a scheme for a national bank, which was reported without amendment "to the house, and of which the following is an abstract:—

I. *The charter of the bank.*—1. To continue twenty-one years.

2. To be exclusive.

II. *The capital of the bank.*—1. To be 35,000,000 dollars at present.

2. To be augmented by Congress to 50,000,000 dollars, and the additional sum to be distributed among the several states.

3. To be divided into 350,000 shares of 100 dollars each, on the capital of 35,000,000 dollars; and to be subscribed—

By the United States, one-fifth, or 70,000 shares	7,000,000
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By corporations and individuals, four-fifths, or 280,000 shares	28,000,000
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Total	35,000,000
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4. To be compounded of public debt, and of gold and silver, as to the subscriptions of corporations and individuals, in the proportions—

Of funded debt, three-fourths, equal to	21,000,000
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Of gold and silver, one-fourth, equal to	7,000,000
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Total	28,000,000
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The subscriptions of 6 per cent stock to be at par.

The subscriptions of 3 per cent stock to be at 56 per cent.

The subscriptions of 7 per cent stock to be at 106.51 per cent.

5. The subscriptions in public debt may be discharged at pleasure by the government, at the rate at which it is subscribed.

6. The subscriptions of corporations or individuals to be payable by instalments.

(1.) Specie, at subscribing—	dollars.
On each share, 3 dollars	1,400,000
At six months, 5 dollars	1,400,000
At twelve months, 5 dollars	1,400,000
At eighteen months, 10 dollars	2,800,000

Total 7,000,000

(2.) Public debt, at subscribing—

Each share, 25 dollars	7,000,000
At six months, 25 dollars	7,000,000
At twelve months, 25 dollars	7,000,000

Total 21,000,000

7. The subscriptions of the United States to be paid in instalments, not extending beyond a period of seven years; the first instalment to be paid at the time of subscribing, and the payments to be made at the pleasure of the government, either in gold and silver; or in 6 per cent stock, redeemable at the pleasure of the government; or in treasury notes, not fundable nor bearing interest, nor payable at a particular time; but receivable in all payments to the bank, with a right on the part of the bank to re-issue the treasury notes so paid, from time to time, until they are discharged by payments to the government.

8. The bank shall be at liberty to sell the stock portion of its capital, to an amount not exceeding —, in any one year; but, if the sales are intended to be effected in the United States, notice thereof shall be given to the secretary of the treasury, that the commissioners of the sinking fund may, if they please, become the purchasers at the market price, not exceeding par.

III. *The government of the bank.*—1. The bank shall be established at Philadelphia, with power to erect branches, or to employ state banks as branches, elsewhere.

2. There shall be twenty-five directors for the bank at Philadelphia, and thirteen directors for each of the branches, where branches are erected, with the usual description and number of officers.

3. The president of the United States, with the advice and consent of the senate, shall annually appoint five as the directors of the bank at Philadelphia.

4. The qualified stockholders shall annually elect twenty of the directors of the bank at Philadelphia, but a portion of the directors shall be changed at every annual election, upon the principle of rotation.

5. The directors of the bank at Philadelphia shall, annually, at their first meeting after their election, choose one of the five directors appointed by the president and senate of the United States to be president of the bank; and the president of the bank shall always be re-eligible if re-appointed.

6. The directors of the bank at Philadelphia shall annually appoint thirteen directors for each of the branches, where branches are erected, and shall transmit a list of the persons appointed to the secretary of the treasury.

7. The secretary of the treasury, with the approbation of the president of the United States, shall annually designate, from the list of the branch directors, the person to be the president of the respective branches.

8. None but resident citizens of the United States shall be directors of the bank or its branches.

9. The stockholders may vote for directors in person or by proxy; but no stockholder, who is not resident within the United States at the time of election, shall vote by

proxy; nor shall any one vote as proxy a greater number of votes than he would be entitled to vote in his own right, according to a scale of voting, to be graduated by the number of shares which the voters respectively hold.

10. The bank and its several branches, or the state banks employed as branches, shall furnish the officer at the head of the treasury department with statements of their officers, in such form and at such periods as shall be required.

IV. *The privileges and duties of the bank.*—1. The bank shall enjoy the usual privileges, and be subject to the usual restrictions of a body corporate and politic, instituted for such purposes, and the forgery of its notes shall be made penal.

2. The notes of the bank shall be receivable in all payments to the United States, unless Congress shall hereafter otherwise provide by law.

3. The bank and its branches, and state banks employed as branches, shall give the necessary aid and facility to the treasury for transferring the public funds from place to place, and for making payments to the public creditors, without charging commissions, or claiming allowances on account of differences of exchange, &c.

V. *The organisation and operation of the bank.*—1. Subscriptions to be opened with as little delay as possible, and at as few places as shall be deemed just and convenient. The commissioners may be named in the act, or appointed by the president.

2. The bank to be organised, and commence its operations in specie as soon as the sum of 1,400,000 dollars has been actually received from the subscribers in gold and silver.

3. The bank shall not at any time suspend its specie payments, unless the same shall be previously authorised by Congress, if in session, or by the President of the United States, if Congress be not in session. In the latter case the suspension shall continue six weeks after the meeting of Congress, and no longer, unless authorised by law.

VI. *The bonus for the charter of the bank.*—The subscribers shall pay a premium to the government for its charter. Estimating the profits of the bank from the probable advance in the value of its stock and the result of its business, when in full operation, at seven per cent, a bonus of 1,500,000, payable in equal instalments of two, three, and four years after the bank commences its operations, might, under all circumstances, be considered as about four per cent upon its capital, and would contribute a reasonable premium.

On Mr. Calhoun, as the chairman of the bank committee, did the duty devolve of presenting the charter to the house, and supporting it after it was presented. Mr. Calhoun, though not much beyond thirty years of age, had been present, and had taken an active part in the house during the two preceding sessions; and from his great ability, his boldness, his freedom from those points of offence which so often detract from the power of a parliamentary leader, he had been selected by the administration as its organ, not only on the bank question, but upon most of the remaining points to which the attention of Congress was directed.

There were objections to the bill urged, at the time, with great force. It was maintained that the establishment of the bank would in no degree facilitate exchanges. "Supposing that the paper of any one particular bank, state, or town, was fifteen per cent below par, and that it was necessary to purchase exchange on a distant point, it was deducible, from actual calculation, that to buy at once a draft on the place to be reached would cost no more than to exchange the depreciated paper into the notes of the national institution. In either case the fifteen per cent depreciation was to be overcome; and since the bank did not lessen the difficulty, the argument in its favour, drawn from exchange operations, was of no value."

It was agreed also, "that great danger would accrue from the want of responsibility of both president and directors. Great sums of money would constantly ebb and flow through their hands, and it was to be feared lest, by those temptations which in the strain of mercantile vicissitudes were presented, facilities so great might be abused. It was suggested that the directors should be salaried, and be made responsible; but so anxious was the house to pass a bill which would be acceptable to the new stockholders, that the proposition found little support. As the discussion progressed, however the doubts felt by a few at first began to be more generally entertained, and the

large minority which was found against the bill on its passage, exhibited the great reluctance of even the administration members to adopt in full the administration scheme.

"It was argued, in the third place, that all that the country wanted was to be left alone, and that it was most unwise to fasten upon her, for twenty-five years, a measure which was meant, and constructed to meet, a temporary emergency. The great exertions which the war had induced, had been succeeded by a state of lassitude and exhaustion; but was it just to suppose that such a state would continue, and to frame a system of stimulants, which must be used not only for the present, but for the future? If the country wants to be lifted up, apply the proper machinery for the purpose; but do not, after she is once upright, subject her to a continual upward strain. In the words of Mr. Hopkinson, 'In this young nation, with its vast resources and solid wealth, the remedies would come of themselves, in a great degree, if we have patience to wait for them.' The best policy, in such a case, is to let alone; to legislate, at all events, for the present and not for the future, and to trust much more to the active and permanent exertions of the people themselves, than to the insubstantial labours of their legislature."

On the appearance of the bill in the house, it was saluted by a series of amendments, the most of which were unsuccessful, and the bill was finally carried, and the charter signed by the president on the 10th of April, 1816.

The bank of the United States did not immediately commence business. It was considered necessary first to provide for the disordered state of the currency, and against future depreciations. A special agent was sent to Europe to contract for specie, 7,311,750 dollars value of which was, between July, 1817, and December, 1818, imported into the United States for the use of the national bank, at an expense of 525,277 dollars. Mr. Pitkin observes that—

"In addition to this expense, during the year 1817—18, a scheme of stock-jobbing was devised and carried on in the shares of the bank, highly injurious to the bank itself, as well as the public, in which some of the directors, and even some of those appointed by the government, were concerned.

"In this scheme, a large amount of the money of the bank was used, being loaned to those concerned in it, on pledges of the very stock purchased with the loan, at 125 dollars per share. In consequence of these profligate speculations, the price of shares, about the 1st of September, 1817, rose to 156½ dollars. The bubble, however, at last burst, and, in December, 1818, the price fell to 110 dollars per share.

"In consequence of this mismanagement, the bank lost between two and three millions of dollars; the loss at the office at Baltimore alone, amounted to 1,671,221 dollars; and the bank was unable for a long time to make dividends.

"On a change in its direction and presidency, the bank gradually recovered from its losses, and has since been managed in a manner, not only highly beneficial to the government, but greatly conducive to the interest of the community at large. In the course of sixteen years, this institution has collected and received in its vaults public money, to the amount of from three to four hundred millions of dollars; and this vast amount it has disbursed and distributed through the United States, in the payment, not only of the various ordinary expenses of the government, but the interest and principal of the public debt, and the numerous government pensions, &c.; and this has been done without the loss or expense of a single dollar to the government. It has also aided the government by temporary loans; and in this way, in one instance, saved the public credit. A large instalment, being the balance of the Louisiana debt, became due on the 21st of October, 1820, and was previously advertised to be paid on that day; but, in consequence of an unexpected defalcation in the receipts of the revenue, the funds of the government were insufficient to meet so large a payment. In this situation, the treasury department made application to the bank, stating that it 'had not the means of paying the balance,' at the time specified, and requesting it to 'advance the amount to the holders of the stock, or their agents, in such a manner as to save the public credit, and to satisfy the holders.

The bank immediately complied with this request, and made such arrangements as saved the credit of the public treasury.

"That this institution, with its twenty-five branches located in different parts of the union, has, in a variety of ways, essentially contributed to advance the United States to their present prosperous condition, no one acquainted with its operations and effect can entertain a doubt. It has afforded aid, either directly or indirectly, to the merchant, the manufacturer, and the agriculturalist; and thereby contributed to the advancement of the internal as well as external resources of the country. One of the great objects for which it was established, and which is of common benefit, has been accomplished—it has rendered and continued the currency as uniform as any currency consisting of paper can be. The aids it has afforded the merchant and the manufacturer, by loans, and by furnishing facilities for foreign and domestic remittances, are too common and too well known to be here noticed. Nor should it be forgotten, that this institution has also furnished the East India and China merchant with a credit in Europe, and thereby saved him the necessity of carrying so much specie to those distant markets; and the public has been thereby relieved from embarrassments, sometimes occasioned by a sudden demand of millions of dollars for exportation to those countries.

"In the message of President Jackson to Congress, in December, 1829, referring to the national bank, the message declared, that 'both the *constitutionality* and *expediency* of the law creating this bank *are well questioned* by a large portion of our fellow-citizens; and it must be admitted by all,' the message added, 'that it had failed in the great end of establishing a *uniform and sound currency.*' This declaration created no little surprise in the minds of all who had made themselves acquainted with the nature and benefit of banking operations, and, particularly, with the effects produced by the bank in question on the currency of the United States."

The Senate and House of Representatives appointed committees each to report on this communication, and they expressed opinions decidedly in opposition to those of the president.

On the 1st of January, 1833, the directors of the bank prepared and delivered to the committee of ways and means, a statement of their condition, which exhibited

CLAIMS AGAINST THE BANK.

	dollars.	cts.
The notes in circulation	17,459,571	79
The deposits, public and private	13,547,517	95
The debt to the holders of the funded debt of the United States, for principal and interest	6,723,703	16
Total	37,807,322	74

ITS RESOURCES.

Specie	8,951,847	60
Notes of state banks	2,291,655	40
Balances due by state banks	1,596,252	08
Funds in Europe, and foreign bills of exchange	3,190,225	43
Real estate	3,036,241	52
Debts due by individuals on notes discounted	43,626,870	32
" " on dom. bills of exchange	18,069,043	25
Mortgages, &c.	103,330	75
Total	80,865,465	99
Claims as above deducted	37,807,322	74

And there remained, according to this estimate, a surplus of . . . 43,058,143 25

This statement being considered highly satisfactory, the funds of individuals as well as of the government, continued to be intrusted to the national bank; and the price of its stock was a proof of the confidence in its condition and management. In loans and discounts, by the actual distribution and application of its capital, the southern and western states, that is, the states south and west of Philadelphia, had received an amount exceeding 43,000,000 dollars, in May of 1832, which were then in circulation. In the states bordering upon the Mississippi and its valleys and streams, it had exceeded 30,000,000 dollars, of which, nineteen or twenty were in discounting promissory notes, and the remainder was composed of discounts of bills of exchange, foreign and domestic.* President Jackson, in his message, December, 1832, not only called in question the constitutionality and expediency of the bank, but also its solvency. In 1833, the treasury withdrew from the bank 8,000,000 dollars, within a fraction. The national bank and the state banks curtailed, at the same time, the amount of credit upon which the business of the country was carried on. Property declined in value. Innumerable failures occurred in consequence of the want of bank accommodations. Those which stood, maintained their credit only by enormous sacrifices. Public works and private enterprises were arrested. The means of labour were cut off from those who most required it, and a general pecuniary distress seemed to pervade the country.

"When it was finally settled," observes Mr. Lawrence, in an article on banking in the United States (1844), "that no re-charter of the national bank was to be obtained, a plan was projected to combine the advantages of the long established correspondence, name, and machinery of the former bank, by incorporating its stock with a new institution, under the name of 'The President, Directors, and Company of the Bank of the United States of Pennsylvania,' which was chartered on the 18th of February, 1836, by the legislature of that state. The transfer of the funds of the old institution was made into the new state bank.† More than fifteen per cent was restored to the government, beyond its subscription, at the period of the transfer; and three and a half per cent had been paid to the treasury every six months, for a long course of years. In consequence of the advantages to be derived from the new state institution, the stockholders were content to subscribe anew in the state bank; and it is alleged that all of them might, at this juncture, have received their investments back, not only at par, but with a large advance. This the government actually did; and no power was possessed by the government, that was not equally enjoyed by every individual. Indeed, it was alleged by Mr. Nicholas Biddle (who had held the administration of the affairs of the state bank, as he had done that of the national bank), as recently as April, 1841, that the state

* Pitkin's Statistics—Webster's Speeches; vol. ii., p. 100.

† Mr. Pitkin observes: "The removal of the public deposits, from the vaults of the bank of the United States, produced a general distrust and want of confidence, not only in the moneyed concerns of the banks, but of individuals; and for a time occasioned such a derangement of the great money transactions, in their infinite ramifications, as to cause great pecuniary distress, throughout this extensive country. To a superficial observer, the cause appeared inadequate to the effect; not so, to those who had observed similar effects, even from slighter causes, in commercial countries, where credit was the basis of their various moneyed operations.

"Had the Chancellor of the Exchequer, in Great Britain, by royal mandate, removed the public money from the vaults of the Bank of England, who can doubt, that it would have produced, for a time in that country, such a distrust, panic, and pecuniary distress, as it had never before experienced."—p. 457.

institution was prosperous down to the end of his administration in March, 1839. The downfall of the state institution, however, soon occurred, bringing disaster upon a large circle of stockholders who had intrusted their funds to its keeping. Without entering into a consideration of the particular causes of that event, it may be remarked that the period in which it occurred was a crisis bringing disaster upon the greater part of the stocks throughout the country; and it is believed that its fall arose out of causes which had not acted upon the national bank. From March, 1839, to March, 1841, the stock of the state bank declined from 116 to seventeen per cent; and this loss fell in considerable part upon those who had been the original stockholders of the bank of the United States, from which this was created. But that new institution did not rest upon the broad foundation of national aid; it was not backed by the national confidence; it had a more local and a narrow basis, and it is believed by many judicious and honest minds, that the facts to which we have alluded, were among the principal causes of its downfall."

We do not propose here to enter into a discussion of the various projects that have been urged on the one side and the other for or against a national bank. Since the expiration of the last national bank, in 1836, a bank charter, which passed both houses of Congress, was vetoed by President Jackson; and another bank bill, passed by both houses, was presented to and vetoed by President Tyler. The question, however, of a national bank and the tariff have been the source of more party discussion, of late years, than any subject. In regard to the general principles which should regulate the emission of bank paper, Mr. Webster, in June, 1844, in a speech delivered at Trenton, expressed the following opinions:—

"There are dangers and evils, as well as benefits and advantages, in that mixed circulation of coin and paper which now exists among us. That that mixed circulation will continue, seems certain. That far the greater part will consist of paper, until there shall come another day of disaster to the banks, seems certain, also. That this circulation, in its present state, while the banks which issue paper are solvent, and do not issue it in excess, is convenient, and as beneficial as any local circulation can be, may be also admitted. But neither of these things is more certain than that danger hangs round the system, calling for care and discretion, oversight and watchfulness from the government, or in the absence of the exercise of any powers of the government, from the banks themselves, and from the community. I have ever been and still am of opinion that this guardianship and superintendence of the currency, is one of the constitutional, appropriate, and necessary exercises of the authority of the national government. But that point I do not now propose to argue, or to touch. But I wish to state what I consider the danger to be, and whence it arises, to the end that the country may not be led to forget the existence of that danger, although it be not, at the present moment, standing in an appalling attitude before us.

"Gold and silver are the universal standard of value, and medium of payments, among all civilised nations. All the coin in the world belongs to all the commercial nations in the world, each having naturally a share of it, proportioned to its commercial business and use. If bills of exchange were unknown, then coin would exchange hands from country to country, in order to pay debts and settle balances, as the course of trade should have created such balance, on the one side or the other. Coin is the universal solvent of commercial balances, the general paymaster, whose office it is to square accounts, arising from the interchange of commodities. If produce exported becomes debtor to produce imported, coin must pay the difference; and where exports throw a credit over import, coin returns to adjust the accounts. All this is as simple, in the order of things, as is the proceeding of a farmer, who goes to the market town, with the produce of his farm, and with money in his pocket, if he wishes to buy more than he has to sell, or bringing home more money, if his sale exceed his purchases.

"But in the intercourse of nations, there are things which affect the simplicity of this proceeding, and render it a little more complicated, without changing its nature. The use of bills of exchange is universal. Bills of exchange prevent, in a very great degree, in a settled state of trade, the actual transmission of coin from country to country. They run the round of the whole mercantile world, bringing nations to a settlement, each one with all the rest, one paying its debts to another, by drawing on its funds in the hands of a third, and leaving coin to be called for, only where balances of debt are considerable, or appear to be accumulating at some one point. London may be regarded as the centre of exchanges for Europe, and the city of New York, for this country; Paris, Hamburg, and Amsterdam being auxiliaries to London; and Boston, Philadelphia, Baltimore, Mobile, and New Orleans, auxiliaries to New York.

"The state of exchange, then, at any time, between New York and London, shows substantially the state of trade, in the aggregate, between this country and Europe, and the balances actually existing, or soon to arise, on the one side or the other. Speculations founded on calculations respecting future events, such as the probable amount of the staple articles, for the year, or the results of manufacturing industry, the probable rise or fall of prices, and other such things, affect, to a certain degree, the actual rate at which bills of exchange are bought and sold, and thus qualify that which would otherwise be the mere result of facts, with more or less of the influence of opinion. Still, the general and the safe index of the state of trade is the state of the exchanges.

"To an accurate understanding of the subject, however, it is necessary to bear in mind that the nominal exchange between the United States and England does not correspond with the real commercial exchange; by reason of the difference which the laws of the two countries have established in regard to the value of gold, and of the incorrect estimate, usually made here, in the business of exchange, of the value of the pound sterling. In exchange the pound sterling is received at 4 dollars, 44 cents; its real value may be put at 4 dollars 80 cents, and so the laws of Congress regard it. This difference amounts to eight per cent. So that when a bill of exchange is bought in New York, payable in London, in sterling money, if the premium given for it do not exceed eight per cent, it is really purchased at about par; and in this state of exchanges there is no danger of the export of specie.

"Gold and silver, as I have already said, constitute the standard of value, and medium of payment among nations. The same is true, in effect, in domestic trade, and among individuals. But here comes in the modern use of bank paper as the representative of gold and silver, which supplies the place of coin, and almost supersedes it in domestic transactions. Most commercial countries authorise the circulation of paper, and this circulation is greater or less, according to circumstances, and to the habits of the people. In the United States and England it is large, in France it is less.

"I am not now speaking of government securities, irredeemable treasury notes, or any thing of that kind; I am speaking of bank notes, promising payment in specie on demand, and circulating as cash. In the United States such bank notes are issued by many hundred different banks. They pass from hand to hand, as money, and little gold and silver is seen in the daily business of life. This state of things is convenient, so far as local circulations are concerned, and while the use of paper is restrained within just limits. But then comes the question, what are the just limits, and who is to preserve them? What is the standard by which we are to decide the question of excess, or no excess? and who is to support the standard?

"Is there, or is there not, or may there be, or cannot there ever be, excess, so long as the banks are able to redeem their paper? What do we mean by excess, or over issues, or injudicious superabundance of paper?

"To answer these questions, we must remember that the true operation of bank paper is of a representative character. It represents coin. But this representative, like other representatives, sometimes forgets its constituents, and sets itself up to be somebody or something; when of itself, it is nobody, and nothing. The one dollar bill which you have in your pocket is no better than blank paper, except so far as you have confidence that it will, whenever you wish, bring a dollar into your hands.

"A bank note, professing to represent coin, and being a true representative, acts a

respectable part in the drama of commercial affairs; but when it sets up for itself, or offers itself in an independent character, it only 'presents the person of moonshine.' The security of paper, first against the insolvency of banks, and secondly against the general evil of over-issues and inflated circulation, consists in maintaining a just and direct relation between the amount of paper and the gold and silver which it represents. I do not, of course, say a relation of equality, but a just relation, and a direct relation. In other words, I mean to say that when the course of trade withdraws specie from the country, then the amount of circulating paper should be proportionally diminished.

"Bank notes will not pay foreign debts. Strangers will not trust this representative of coin. They cannot judge of his credentials, and, therefore, demand the presence of the constituent itself. Here, I think, lies one of the great temptations to excessive issues of paper. Then trade is such that balances are rising against us abroad, and the exportation of specie commences. There are those who always desire an enlargement of the paper circulation to supply the deficiency, and to keep up prices. But enlargement of paper issues under such circumstances, is the first step towards a *crisis*, commercial distress and revulsion. The country is full of enterprise. No people have more. Almost every man is active, while, at the same time, and for the same reason, capital is less abundant than in older countries.

"These circumstances keep up a demand for loans and discounts, especially in times of activity; and although it is doubtless true that a well-conducted system of paper circulation may, to some extent, act as expansion of capital, and in that way be useful in a new country, yet men are too apt to delude themselves with the idea that paper is currency.

"But I am now considering mainly, paper currency at home, in its consequences upon importations, and other branches of foreign trade, and a just limit to its, or these discounts.

"An opinion has prevailed, in England, and I suppose still prevails, that it is safe in banks to discount every good bill of exchange or promissory note, which bill or note is business paper, as it is called; that is, if it has been given in a real transaction of buying and selling. This has been, heretofore, the rule with the Bank of England.

"Now, if by this, no more were meant than it might be safe for the bank itself, and so far as its own interests are concerned, to discount all such paper, the proposition might be admitted. Business paper, generally speaking, may be regarded as safe paper. But that all good business paper may be discounted by banks, and the discount paid in bank notes, without danger of injury to the public from an excess in the paper circulation, is a proposition which I do not admit, and which I think of dangerous tendency. I am persuaded that enlightened bank directors, disposed to regard the public good, as well as the interests of their own stockholders, can never act on such a principle.

"It is a fundamental error; and in a country so full of enterprise, and so much disposed to activity as ours, its practical tendency is to stimulate business too highly, too inflate prices unnaturally, to cause overtrading, over production, and over action in all departments of business. It swells the amount of paper beyond its just relation to specie, and exposes the country to sudden revulsions. While specie is departing, to pay debts abroad, it is the effect of this shallow and short-sighted policy to increase the paper circulation at home. How can such a course of things terminate but in disaster and distress?

"We are now just recovering from a deep and long-continued depression. All branches of business give evidence of revival and of healthy action. The danger is that we shall not be content to make haste slowly; that a spirit of speculation may spring out of our state of prosperity when it shall become flushed. The danger is that paper will be issued to excess, prices become extravagant, and the symptoms of crisis be upon us before we are aware. All this may not happen; but the only security that it shall not happen lies in this, viz. :—that bank issues be kept within just bounds, *with direct reference to the amount of gold and silver.*

"Let me illustrate my meaning by a supposed case. Suppose the amount of coin in the banks of New York to be five millions. Suppose them to have issued, in paper, three millions for one, that is to say, fifteen millions. I do not intend to say that this is a just proportion, but it may be assumed, for illustration.

"Now, suppose the holders of one of these fifteen millions demand specie for it, for exportation. Then fourteen millions of paper remain resting on a basis of four millions. If a second million of specie be called for, then thirteen millions of paper rest on three millions of specie, and so on. Now, it is evident that if such a process as this begins, and threatens to go on rapidly without contraction, general distress, and perhaps explosions of the banks themselves, would be the inevitable and immediate consequences.

"This catastrophe, and the tendency of things toward it, is to be guarded against by just restraints upon the amount of discounts, by waiting the course of trade, and observing continually the index of exchange. It is not sufficient guard to look at the supposed responsibility of paper offered for discounts, or to inquire whether it arose in any case from real transactions of sale and purchases. If the exchanges indicate that exportation of specie may be apprehended, more caution is necessary; and when exportation ordinarily commences, it should be met by an immediate and corresponding diminution of the paper circulation. This will slacken that exportation, check it, and finally stop it. The process may be inconvenient for the moment. It may more or less depress prices, and dash men's hopes a little. But it is infinitely better to meet the occurrence by its proper remedy in the beginning, than to attempt to hold up against the natural course of things, to maintain trade in an artificial and forced state, tending every day to a final, ruinous, and overwhelming fall of prices, and to a general prostration of credit.

"That which every branch of industry in this country most needs, is reasonable and steady, not extravagant or fluctuating prices; sudden changes deprive men of employment, and distress families.

"Steady occupation, with reasonable gain, constant markets, with fair prices, with no apprehension of sudden change, and the security which a man feels that that is money which he has taken for money, freedom from alarm and panic, and no fear of disorder or violence; these things compose the elements of general and enduring prosperity among the industrious and producing classes of the community.

"In the present state of things, in the absence of all oversight by government, the continuance of the public prosperity very much depends on the banks themselves. Subject to no control but their own discretion, they ought to feel responsible for the exercise of that discretion.

"The great cities near to us, and other great cities, the sources of a great proportion of bank paper, are jointly called on to guard the country against such evils as it has already more than once experienced.

"There ought to be an understanding among the leading institutions, and a just disposition to discountenance everywhere either extravagant lending or extravagant borrowing. I do not presume to admonish the banks; but I hope they will receive these suggestions as made in a friendly spirit. If discretion and candour in this respect be not exercised, our present state of health will itself bring on disease; our very prosperity will plunge us in disorder. We are well instructed by experience—let us not be lost to experience. Let not all the good, all the comforts, all the blessings, which now seem in prospect for all classes, be blighted, ruined, and destroyed, by running into danger which we may avoid. The rocks before us are all visible—all high out of water. They lift themselves up, covered with the fragments of the awful wrecks and ruin of other times. Let us avoid them. Let the master, and the pilots, and the helmsman, and all the crew, be wide awake, and give the breakers a good berth."

Two prominent parties have arisen in the country, the one advocating the charter of a bank, on the ground that such an institution is constitutional and expedient, and the other opposing it upon opposite grounds. If we trace the political history of the national banks of the country back to the early controversies which have arisen upon the subject of their establishment, we find that the discussions have not always been made strictly party questions. The bank of 1791, as has been seen, was established under the auspices of President Washington, and was at that time deemed by him constitutional. The refusal of Mr. Madison to sign the bank bill of 1811, appears to have been founded in honest doubts as to its expediency, and the bill of 1816 was passed into a law with his approval. The vetoes of some of his successors seemed to have been based upon its alleged in-

expediency and unconstitutionality. It would seem that a solemn decision of the Supreme Court has fully set at rest the constitutionality of a national bank;* but its expediency, of course, must depend upon various considerations connected with its structure and operations.

During the existence of the charter of the late bank of the United States, banks multiplied in the respective states with reckless and fatal rapidity. On the adoption of the constitution of the United States, three state banks only existed, and their aggregate capital amounted to no more than 2,000,000 dollars, about 430,000/. On the 1st of January, 1811, their number had increased to eighty-eight, with an aggregate capital, real or fictitious, of 42,610,000 dollars. Between the 1st of January, 1811, to 1815, 120 new state banks appeared, with a presumed capital of 40,000,000 dollars. The secretary of the treasury, Mr. Crawford, estimated the paper circulation of the country, during the year 1816, at 99,000,000 dollars, and the specie circulation at 11,000,000 dollars, making the whole 110,000,000 dollars. Loans to the government were effected by some of the banks of the middle states during the war; and as those were made, for the most part, in bills, the issues must, through that means, have become greatly increased. The pressure before September, 1814, caused those banks to suspend the payment of specie for their bills.

The rapid depreciation of their bills was the natural consequence. The bills of the bank of Baltimore were at a discount of twenty per cent; those of the banks of the city of New York, of ten per cent; and in January of the following year, the discounts at Baltimore were twenty per cent, and at New York, fifteen per cent. In consequence, the revenue was paid in bills of unequal value, and loans could only with difficulty be procured by the general government. Peace, in February, 1815, restored confidence in the state banks; but they did not resume specie payments. The depreciation of their bills continued. The debts due to the United States, as well as those due for the payment of large importations after the peace, could only be paid in those depreciated bills. Gold and silver, it is true, constituted the only legal tender of payment after the charter of the first bank expired; yet necessity compelled the government and other creditors to receive depreciated bills in the absence of other payment. In consequence of this disordered state of the currency, it was found difficult, by the secretary of the treasury, to make payments in the various parts of the United States; and efforts were accordingly made to unite the state banks in resuming specie payments, but without success. The bills received in the different states in payment of the revenue, were of unequal value. When the United States bank was re-established in 1816, measures were adopted to collect the revenue in the new legal currency of the union; Congress instructed the secretary of the treasury to receive nothing in payment but the legal currency, or treasury notes, or notes of the national bank, or notes of banks that were paid in specie on de-

* *McCulloch v. State of Maryland*, 4 Wheaton, 316,

mand. In 1817, an arrangement was agreed upon between the bank of the United States and the state banks of New York, Philadelphia, Baltimore, and Virginia, which enabled those banks to resume cash payments.

From 1811 to 1830, no less than 165 state banks, possessing an aggregate capital of about 30,000,000 dollars, either failed or discontinued their business; those failures occurring in nearly every state and territory of the union. The treasury had about 1,400,000 dollars deposited within their vaults: the greater portion of which it lost; while the loss to individuals was that of many millions,—the bulk of which fell upon widows and orphans, whose property had been intrusted to those banks. These failures arose in some cases from the multiplication of banks in places where they were not required; from injudicious discounts and over issues; from ignorance of the principles of banking, and the nature and operation of banking institutions; and, in some cases, from a desire of gain, at the expense of individuals and of the public.

Mr. Lee, of Boston, in his letters to cotton manufacturers, where, exposing the reckless banking operations in the United States, makes the following observations:—

“It was about 1832 or 1833, that banks began to be multiplied, not for the purpose of supplying a currency for the country, or of safely and profitably loaning the funds intrusted to them by the stockholders, but to enable, in most cases, their managers, who either had no capital of their own, or an insufficiency of it, to get possession of the capitals of the stockholders. They succeeded in their efforts, and what have been the consequences as respects the shareholders in the 704 to the 901 banks that were in operation from 1835 to 1840? Why, of the aggregate amount of capitals which extended at one period to 358,442,692 dollars, not 200,000,000 dollars now remain, taking the shares of the banks still in existence at par. But would such an estimate be a correct one? Why, even in the city and state of New York, where banks, according to Mr. Gallatin’s late pamphlet, have been managed as well as in any of the states, and far better than in most of them, something like a third of the bank capital has been sunk; nor are there many banks in the city or in the state of New York, whose shares will bring par; while in a large majority of them, they will not average 75 cents per 100. The banks in New England, as we apprehend, have not met with much better success, as may be seen by the current prices of their shares, and still more clearly by the actual results of their operations, whenever the stockholders have examined into them.

“The direct loss, however, of more than 200,000,000 dollars by banking, and perhaps 50,000,000 dollars in addition, from depreciation, or from the entire valueless condition of the immense amount of false and fraudulent issues of those banks—fraudulent, because in many cases based on nothing but the false promises borne on the face of them—is as nothing in comparison with the destructive effects of free and unlimited banking, and the free and reckless system of trusting, upon all the great branches of industry, and more especially upon the manufacturing interests of New England, exposed as they are from the manner in which we conduct our sales—to the worst consequences resulting from the action of a vicious system of banking, and its concomitant, an equally vicious system of trusting.

“A currency always tending to redundancy, and usually in that condition or in its opposite one—that of insufficiency—united with a long-credit system, both at the banks and between individuals, as has been the case in this country—must necessarily produce those sudden and extreme variations in the value of money, with all their direct and collateral evils—which have proved so injurious to the whole country, and so utterly ruinous to the most active and useful portion of it—whose stability and success depend

almost entirely on the maintenance of an unfluctuating, *permanent measure of value*—the most important function of money—the currency of a country.”

“For the past twelve months there have been but few failures in Boston, and business has been in a safe if not very prosperous condition; and, consequently, the banks ought to have done a fair if not a prosperous business. The returns, however, to the legislature, down to October, 1842, show an average dividend of only 4 52-100 per cent per annum. But even a portion of that dividend, if one may judge from the low prices of the stocks of some of the banks, may have been made from the capitals of some of the weak banks. And what are the future hopes of the stockholders founded upon—when the loans are now made at four or five per cent per annum, on capitals subject to from one and a half to two per cent charges, superadded to bad debts, which they can hardly expect to escape when the next revulsion arrives.”—*Letter to Cotton Manufacturers.*

Mr. Lee very forcibly exposes a fallacious argument in favour of the existing monetary system of the United States, and says—

“It may seem superfluous to add, that down to this period of time, notwithstanding what has happened in reference to our pecuniary difficulties, the public have been satisfied of its soundness and its sufficiency—or they would not have continued to endure the system.

“*This country has prospered in a higher degree than any other country.*

“The currency consists almost entirely of paper promises, created without limits by banks, and administered by banks, without control, or without accountability;—therefore the monetary system on which the country has acted, and is now acting, *is the cause of its unexampled prosperity.*

“This is the reasoning process by which the country—by which a nation of 18,000,000 of people claiming more than a common share of general cultivation and knowledge—have been persuaded—perhaps, we may rather say, *led*—not only to tolerate and endure, but to support and encourage a system which, whatever appearances may indicate to the contrary, has been productive of an enormous amount of pecuniary and moral evil.

“That the country has prospered—and that banks and paper promises have existed—are truths too evident to be denied; but the admission of the truth of these assertions does not necessarily imply a belief in the truth of the inference drawn from that admission.

“That the premises of these reasoners are true, it is admitted, but to establish their conclusions upon a sure foundation, it must be shown that what they term *cause*, is any thing more than a mere *coincidence*. This, so far as we have in remembrance the essays of the most ingenious advocates of the system, has never been attempted. They have relied on the ‘*argumentum ad ignorantiam*,’ and the ‘*argumentum ad populum*.’

“The inconclusiveness of the reasonings on the subjects of banking and currency to which reference has been made, may be illustrated by a case where its fallaciousness and absurdity will be made manifest to the most uninformed and the most unreflecting mind.

“The lands bordering on the river Nile, in Egypt, are remarkable for their fertility.

“The pyramids are near the banks of the Nile; consequently, the pyramids *are the cause of the extraordinary fertility of the lands on the borders of that river.*

“Here is an instance where the facts are so notorious, or so accessible—namely, that the extraordinary fertility of the land in question arises—not from the presence of the pyramids, but from the overflowing of the Nile—that no one could be deceived, or long remain ignorant of the true cause of that fertility; consequently, the falsity of the reasoning which attributes the quality of the soil to another cause, is instantly perceived and refuted.

“Nevertheless, in spite of the supposed power of the reasoning faculties over the opinions of men, is there any one who will doubt, after what has been seen in this country, that Mehemet Ali, if he were to summon his followers to a caucus, convention, or to a mass meeting;—is there, we repeat, any doubt that this friend of the people, with

his priests and politicians, if he had any point to carry, favourable to his own views, and prejudicial to the welfare of his subjects, that he could demonstrate to their minds the unreasonableness of attributing the productiveness of the soil to the effects of the river inundations? Is there any doubt—on the supposition that the leading politicians and statesmen of Egypt are as remarkable for their extensive knowledge and their great logical powers, as have been evinced by many of our great men, on the questions of political economy—that the people might be prevailed upon to drain off or fill up the Nile—and to cover the country with pyramids, in order that the whole land might enjoy the fertilising effects which they had shown to have been caused by the pyramids already existing in the vicinity of the Nile?"

To the absolute measures of President Jackson, for they were as much so as if the spirit of Napoleon had directed them, has been imputed the ruin of the bank of the United States. The *prestige* which it possessed in public opinion as the deposit bank of the United States revenue, vanished immediately after the president transferred those deposits to the respective state banks. But its downfall could not be prevented, even by the most skilful management of the most influential, as well as most able of those who wielded the prevailing banking principles of the United States. Mr. Lee, speaking of this remarkable man, says:—

"Perhaps the most influential person in the United States upon the subject of banking is Mr. Nicholas Biddle; and though, from circumstances not necessary to detail, some of the influence and authority formerly exercised by him over the public mind may be diminished, yet the banking principles on which he acted are still those which are acted upon through the country—nor, as we have before said, could that gentleman have retained his station at the head of the United States Bank, had he conducted its concerns on what might justly be considered safe and sound principles of banking.

"If the results of the operations of the United States Bank have been disastrous, so have been those of multitudes of smaller institutions which have not had so many obstacles to overcome and so many causes of embarrassment as a bank with an unwieldy capital and numerous branches—many of which were beyond the control of the parent bank. If the nation had been so unwise as to have established a third bank, with the enormous capital assigned to it in some of the schemes before the public, it is doubtful if the country would have escaped from the evil effects which must always flow from such an institution, without much more ruinous consequences than have been experienced from the mismanagement of the late United States Bank.

"In referring to Mr. N. Biddle's communications we go to the highest authority in the nation in support of the popular system of banking; and it is on his statements and reasons in defence of that system, that the prominent party men have leaned for their facts and arguments. This will readily be perceived to be the case on comparing their essays and speeches with his various writings upon the subject, except in some instances, where Mr. Biddle maintained doctrines in opposition to those which he has of late years advocated."

In a communication dated April, 1838, Mr. Biddle enumerated among other causes of the suspension, and it is the first which he put forward:—"The issuing of the specie circular, which forbade the receipt of any thing but gold and silver at the land offices."—In several of the speeches of Mr. Webster, the specie circular and its effects upon the currency, is the most prominent topic. In a debate upon a motion in the senate of the United States, to rescind the treasury order, on the 21st of December, 1836, Mr. Webster, in referring to the effects of that measure in preventing a flow of coin from the states where the proceeds of the lands were received, made the following remarks:—

"The agricultural state of Indiana, for example, is full of specie; the highly commercial and manufacturing state of Massachusetts is severely drained. In the mean time, the money in Massachusetts *cannot be used*. It is waiting for the new year. The moment the treasury grasp is let loose from it, it will turn again to the great marts of business; that is to say, the restoration of the natural state of things will begin to correct the evil of arbitrary and artificial financial arrangements. The money will go back to the places where it is wanted," &c. &c.

Mr. Lee denies that the specie circular had any such effects, and says that—

"The state of Indiana is one in which the land sales were made to the largest extent—and on that account it was probably selected by Mr. Webster as containing a considerable portion of that *immense amount of coin of which the Atlantic states had been deprived by the specie circular*. That document was issued on the 11th of July, 1836, and was to take effect on the 15th of August, succeeding—and consequently it had only been in operation about four months, during which time the coin must have been accumulating from the proceeds of the land sales. The question now is as to the amount of coin on deposit for the account of the government in the state in question. To ascertain that fact, there are no documents to which we can refer; but by an official statement we find that the whole amount of coin in the banks of Indiana, in November, 1836, was 1,204,737 dollars. There are no other returns till May, 1837, when the amount was reduced 1,196,187 dollars. Here, then, is the immense amount of treasure, on the supposition that the whole of it belonged to the government, from which such great relief was counted on by Mr. Webster, had it not been retained in Indiana by the specie circular. But how could even this insignificant sum be spared from the banks of Indiana, or be obtained from them, when their liabilities amounted to 4,709,000 dollars?"

Mr. Lee then describes the condition of the banks of Ohio, Illinois, Michigan, Alabama, Mississippi, and Florida, and then concludes:—

"From banks in such a condition, it would have been impracticable to have withdrawn much of their exhausted supply of coin without causing an immediate suspension. Indeed, the universal suspension of 1837 commenced in that quarter. The banks of New Orleans suspended *previously* to those of the city of New York—although in a much stronger condition than the New York banks.

"The banks of Louisiana, all of which are situated in New Orleans, were under liabilities, in May, 1837, to the amount of 16,739,689 dollars, and had reserves of coin amounting to 2,327,851 dollars. The returns from the banks in the state of New York, at the end of May, 1837, show deposits of coin to the amount of 3,033,209 dollars, to sustain their liabilities of 38,862,551 dollars. But the superior prudence exercised by the New Orleans banks, in comparison with those of the state of New York, is more strikingly evinced by a reference to the following statement of their condition four months anterior to the suspension of cash payments:—

BANK RETURNS.	NEW YORK, January 1, 1837.	NEW ORLEANS, January 1, 1837.
	dollars.	dollars.
Bank capital.....	37,101,463	36,769,455
Circulation.....	24,198,000	7,909,788
Deposits.....	30,883,170	11,487,431
Coin.....	6,557,020	3,108,416
Loans.....	79,313,188	59,108,741

"If the banks of New Orleans, which were in a much stronger condition, as far as a reliance can be placed on official returns, than those of New York, could not withstand the pressure upon them, with 2,327,851 dollars of specie in their vaults, how could it be expected that the banks in the inland states, to which we have referred, and that were in no better condition than the New Orleans banks, could withstand a run upon them for all, or for any considerable portion, of their deposits of treasure?

"The desperate condition of the banks of the four principal commercial cities on the

Atlantic, which we have supposed may have been reinforced by the reception of the whole amount of coin in the states and territories, where the proceeds of lands were collected, will be seen by the following statement. The returns of the Massachusetts banks come down to October, 1836, and of the other banks to 1st of January, 1837 :—

P L A C E S.	Loans.	Circulation.	Deposits.	Coin.	Capitals.
	dollars.	dollars.	dollars.	dollars.	dollars.
Massachusetts.....	56,643,171	10,892,249	8,784,516	1,455,230	34,478,110
Maryland.....	14,986,487	3,310,835	4,840,477	1,130,347	10,438,665
New York.....	79,313,188	24,108,000	33,883,179	6,553,020	27,101,463
Pennsylvania.....	101,993,662	25,212,082	15,234,650	5,752,439	58,750,338
Total.....	252,938,508	63,613,166	59,742,822	14,904,036	140,768,566

“ Here is an official statement showing the condition of the class of banks, which formerly were considered as being conducted with more skill, prudence, and success, than any of the numerous institutions in the country, and, perhaps, with the exception of the banks in the city of Philadelphia, that was a correct opinion. And the banks of Philadelphia, save the United States Bank, were in no worse a situation than those of the other cities we have named, till after the suspension of 1837, when they became embarrassed by a connexion with the Bank of the United States, and with the state of Pennsylvania, which has proved ruinous to their shareholders. Until that period, we apprehend that the banks in the city of Philadelphia, going back to the origin of banks, were managed with rather more prudence than those of any other city in the union. We believe an investigation into the comparative banking results of every city in the country, will show the correctness of that assertion. As a corroboration of that fact, if it be a fact, we should venture to say, that in no city of the union had the general transactions of business been conducted with more industry, caution, prudence, and probity, and with better results, especially in its great inland commerce, than in Philadelphia. The bankruptcies have been few in comparison with those in most of the great marts of trade, and especially among that portion of its community who are engaged in the regular and staple branches of industry. The losses by failures, we have reason to believe, from long personal experience, and, still more, from inquiries among persons having ample means of judging, to the manufacturers and merchants of New England, on whose account an immense amount is annually sold in Philadelphia, are smaller, in proportion to that amount, than in any other place in the union, not even excepting the capital of Massachusetts.”—*Letters to Cotton Manufacturers.*

In regard to the operation of the United States Bank, in regulating the currency of the country, it has been generally admitted that its affairs were often far less discreetly managed than were those of many local banks. Mr. Appleton says :—

“ The great and difficult problem in a currency of bank paper, is the prevention of those fluctuations to which experience shows such a currency is liable, in a far greater degree than a currency composed wholly of the precious metals.” “ Severe revulsions,” the same writer observes, “ took place in 1826, 1829, and 1832, in which the Bank of the United States took its full share in the expansions which preceded them.”

Mr. Lee remarks—

“ The removal of the public deposits from the United States Bank to the local banks was the reason assigned for the extremely severe pressure in the money market, which existed between the autumn of 1833 and the summer of 1834. The removal of 10,000,000 dollars of the public deposits, rendered it necessary that the United States Bank should contract her loans and liabilities, but such an operation, performed as it was, or which it might have been, upon the previous notice given of such an intended transfer of the public funds, would not have caused any great inconvenience to the trading community, had not the United States Bank been placed in an insecure position by her previous over-issues and excessive loans. This assertion, namely, excessive issues of the United

States Bank, does not rest upon conjecture, but on the official returns of that institution, as will be seen by the following statement :—

RETURNS.	1st of January, 1831.	1st of January, 1832.	1st of January, 1833.	1st of January, 1834.
	dollars.	dollars.	dollars.	dollars.
Loans.....	44,032,057	66,293,707	61,690,913	54,911,461
Circulation	16,251,267	21,355,794	17,518,217	16,208,379
Deposits	17,287,041	22,701,484	20,347,749	10,838,555
Coin	10,808,040	7,038,023	8,951,847	10,031,237

“ The sudden and enormous extension of the liabilities and loans of the United States Bank, to the extent of fifty per cent on its loans and thirty-three per cent on its liabilities, within the period of one year, and, as may be seen by returns of the local banks, a somewhat, though a less extravagant, enhancement of their loans and liabilities—placed the currency in such an inflated condition as to have afforded a sufficient cause for the revulsion of 1834. It is true, the removal of the deposits hastened the measure of contraction which was the proximate cause of the pressure of 1834. If, however, the deposits had not been removed, either the contraction must soon have been made, or, by further issues of paper, such a measure would have been found unavoidable at a subsequent period ; or, if otherwise, the universal bankruptcy of the banks which occurred in 1837, would have happened at a somewhat earlier period.

“ But the statement we have furnished of the imprudent conduct of the United States Bank, while, according to the views commonly taken of the matter, that institution was regulating the currency and the exchanges of the country ; the facts, we say, which have been adduced, discreditable as they are to the managers of a bank on which the country relied for its restraining power and its conservative principles—as respected the local banks—do not reveal the full extent of the folly and the imprudence of which that institution was guilty.

“ The *Regulator*, indeed, so far from performing the office of *regulating* the movements of these banks, was, in truth, a great and efficient *disturber* of their operations, more especially of the banks of New York and Baltimore, and above all the banks of Philadelphia.

“ I am aware,” says Mr. Van Buren, “ it has been urged that this control (over the operations of the local banks), may be best attained and exerted by means of a national bank. The history of the late national bank, through all its mutations, shows that it was not so. On the contrary, it may, after a careful consideration of the subject, be, I think, safely stated, that at every period of banking excess it took the lead ; that in 1817, and 1818, in 1823, in 1831, and in 1834, its vast expansions, followed by distressing contractions, led to those of the state institutions. It swelled and maddened the tides of the banking system, but seldom allayed or safely directed them. At a few periods only was a salutary control exercised, but an eager desire, on the contrary, exhibited for profit in the first place ; and, if afterwards its measures were severe towards other institutions, it was because its own safety compelled it to adopt them. It did not differ from them in principle or in form ; its measures emanated from the same spirit of gain ; it felt the same temptation to over-issues ; it suffered from, and was totally unable to avert, those inevitable laws of trade, by which it was itself affected equally with them ; and at least, on one occasion, at an early day, it was saved only by extraordinary exertions from the same fate that attended the weakest institutions it professed to supervise. In 1837 it failed, equally with others, in redeeming its notes, though the two years allowed by its charter for that purpose had not expired, a large amount of which remains to the present time outstanding. It is true, that having so vast a capital, and strengthened by the use of all the revenues of the government, it possessed more power ; but while it was itself, by that circumstance, freed from the control which all banks require, its paramount object and inducement were left the same—to make the most for its stockholders—not to regulate the currency of the country. Nor has it, as far as we are advised, been found to be greatly otherwise elsewhere. The national character given to the Bank of England has not prevented excessive fluctuations in their currency, and it

proved unable to keep off a suspension of specie payments, which lasted for nearly a quarter of a century."—*Message*, 1839.

"Notwithstanding the existence of these facts, which, however, were not, in 1834, generally known to the public, the monetary difficulties and embarrassments of that period were attributed by politicians, and generally by the mercantile community, wholly to a transfer of about 10,000,000 dollars from the United States Bank to some of the local banks in the places where that institution had its branches.

"But now that the facts are before the public—facts taken from the official returns of the United States Bank, which show its perilous condition previously to, and at the period of the removal of the public deposits—with such evidences, we say, of the folly and imprudence of that institution, it must, we conceive, be admitted by every candid mind, that the main, the effective cause of the monetary and commercial pressure which existed between the autumn of 1833 and the summer of 1834, may be traced to the gross mismanagement of that establishment."—*Letters to Cotton Manufacturers*.

"In spite of the predictions of politicians and of bank managers, who, in most cases, concurred with them, or appeared to concur with them, the exchanges came round, namely, *came into their natural state*, as Mr. Appleton told his readers they would do as soon as cash payments were resumed."

"Here is a comparison between the average returns of the bank for the years 1820, 1821, 1822, and 1823, the period of Mr. Cheves' presidency; and the years 1832 and 1833, the period preceding the monetary and commercial pressure that commenced towards the close of 1833, and continued till the summer of 1834:—

DESCRIPTION.	Average Returns, 1820 to 1823.	Average Returns, 1832 to 1833.
	dollars.	dollars.
Loans.....	40,032,037	63,994,810
Circulation.....	4,525,343	19,451,971
Deposits.....	7,540,203	21,654,591
Coin.....	5,055,517	7,994,935

"The loans in 1830 were 52,274,095 dollars; the circulation 12,924,145 dollars, and the deposits 16,045,782 dollars."

"It was this departure from all sound principles of action, which occasioned the transference of 10,000,000 dollars of deposits from the central bank to the local banks, to be so oppressive in its effects upon the business concerns of the country. It was also a like extension of its loans and issues in 1836 which, in connexion with the like overaction of the local banks, led to the suspension of cash payments in 1837. In 1836, the loans of the United States Bank, with a capital of 35,000,000 dollars, amounted to 59,232,445 dollars, and the circulation to the enormous amount of 23,075,422 dollars, being more than five times as large as the average amount of its issues during Mr. Cheves' administration. The same year, 1836, the banks of the six New England States, with an aggregate capital of 59,471,991 dollars, had in circulation 21,811,762 dollars, and yet her currency was in a redundant state, although, from the great money capital of this section, and the nature of its employments, a larger amount of currency is required to circulate its products, in proportion to its population, than in any other section of the union."

Mr. Gallatin, in his publication of 1841, says:—

"It would be idle to inquire whether, if the charter of that institution (the United States Bank) had been renewed, and if it had been the sole place of deposit of the 40,000,000 dollars of public moneys, the suspension might have been prevented. That would have depended entirely on the manner in which the bank might have been administered.

"That institution had ceased to be a regulator of the currency as early as the years 1832, 1833, when its discounts and other investments were increased from 55,000,000 dollars to 65,000,000 dollars, that is to say, at the rate of eighty-five per cent beyond its

capital; whilst those of the sound banks of our great commercial cities did not exceed the rate of sixty per cent beyond their capital.

"The United States Bank had not only ceased, in 1832 and 1833, to be a regulator of the general currency of the country, as indicated by her excessive issues and excessive loans, but the affairs of that institution were, through most of its career, conducted with less prudence than those of the leading banks in the commercial cities. The existence of that bank was prejudicial in its effects, upon the currencies of all the Atlantic states, and especially upon the currency of Pennsylvania, most of which emanated from the banks of Philadelphia. It threw the business of the banks of that city into disorder, prior to the suspension of 1837, by encouraging an undue extension of their liabilities. It induced them, subsequently to that event, to encourage a continuance of the suspension of 1837, to suspend again in 1839, and to aid the United States Bank in its endeavours to constrain the banks of New York to join in that second act of suspension.

"To the banks of Philadelphia, as well as to the general business concerns of that city, the late United States Bank, both in the early stages of its history as well as in its latter days, has been a source of immense injury. 'Philadelphia,' says Mr. Gallatin, in his last work; 'had a sound capital, greater in proportion to its commerce than that of New York, or of almost any other city in the union; its banks proper were sound and cautiously administered; not one of them had ever failed. But they have for several years been pressed by two great evils—the United States Bank and the state legislature. They have at last got rid of the first burden, from which they ought to have detached themselves long ago.'

"Again, it was said and repeated in thousands of speeches, and other modes of communication with the public, that as the credit of the bank rested upon its connexion with the government, the character of its circulation would become lowered—that it would lose its '*national odour*,' as the phrase ran—its shares decline in value—and consequently it would be rendered powerless, as a regulator of the local currencies, and as the manager of the exchanges.

"That the credit of the bank was not injuriously affected, was manifest from the prices at which its stock was sold after the re-charter. The shares held in this quarter were eagerly purchased by the people of Pennsylvania, at a premium of twenty per cent and upwards. They continued to maintain their value till Mr. Biddle's retirement from the bank, March, 1839, at which time they were current in the Philadelphia and New York stock markets at 116. That high rate was predicted on a continuance of eight per cent dividends, from which it was naturally inferred the affairs of the bank were in a safe and prosperous condition. The shares continued to maintain a high value long after the expiration of its first charter, nor were the issues of the bank under the slightest degree of discredit in consequence of a dissolution of its connexion with the general government. On the other hand, it is well known that the president of the United States Bank and its most intelligent directors entertained, or affected to entertain, as favourable an opinion of the advantages and of the prospects of the institution, as they had previously entertained while acting under a government charter."

Such were the circumstances which deceived the foreign stockholders, as well as others, and which made them continue their shares or stock in the new bank, which they had held in the bank under its old charter. Its credit was kept up on fallacious and deceptive principles, and a thorough investigation of its affairs and of the value of its *bona fide* assets and capital, would have exhibited its unsound condition. It was afterwards ascertained that its business was conducted with unpardonable want of security.

"The late United States Bank, as the disclosures of its conduct and of its fate have most clearly shown, owes its ruin, not to the violation of its charter by the government, nor to the removal of the public deposits, nor the issue of the specie circular, nor to the political hostility of party men. The primary and operating causes of the mistakes, misdemeanours, misfortunes, losses, and the final destruction of that establishment, may all be traced to a violation of those sound, prudent, and honest principles of banking, currency, and credit, through almost every stage of its existence, which ought to have governed the feelings, opinions, and conduct of its administrators."

"In a country where, owing to the existence of a paper currency of so low a denomination as one dollar, there never can be any considerable amount of specie in circulation; and where also their reserves of coin, when the banks are in their ordinary condition, do not exceed one-sixth or one-seventh the amount of their liabilities. It follows, we repeat, that the only security against sudden commercial pressures of a ruinous severity, succeeded by revulsions and bank suspensions, is for the issuers and managers of the currency to keep down its circulation to a level with the sound currencies of those countries with whom we have commercial interchanges.

"To revert to what Mr. Gallatin has alleged against the United States Bank, for its share in producing the suspension of October, 1839; we do not mean to deny that her operations were more instrumental than those of the local banks, but we have shown that the New England and New York banks were culpable, and so were the banks in all the states. There was an universal disregard to all considerations of prudence on the part of the managers of banks, as regarded the safety and interests of the shareholders, and of the public as recipients and holders of their issues, and of the business community generally as interested in having the circulating medium of the country maintained in that stable and sound condition so essential to their prosperity.

"On the 1st of April, 1839, the foreign debt of the bank,' says Mr. Gallatin, 'amounted to 12,800,000 dollars, and the various stocks owned by it to near 23,000,000 dollars, of which 6,300,000 dollars, consisting principally of *Mississippi* and *Michigan* stocks, and previously contracted for, were not yet entered on the ledger. Its credit had, indeed, been artificially sustained; and its stock was selling at a considerable advance. It was, nevertheless, on the verge of destruction. In August of the same year, it was compelled to issue post notes, which soon fell to a discount of more than one per cent a month. In September the bank drew largely on Europe without funds, and partly without advice. In order, if possible, to provide funds for that object, and also, as has been acknowledged, for the purpose of breaking the banks of New York, payment of the bills thus sold in that city was suddenly required in specie, and the amount shipped to Europe. The attempt was a failure in both respects:—the banks stood, and the bills were dishonoured. On the 9th of October, the United States Bank suspended its payments, and it is not improper to observe, that a fortnight later another attempt was made under its auspices, by the debtor-interest of New York, to compel the banks to expand their discounts, and thus prepare the way for another general suspension. The banks, as might well be expected, unanimously refused to yield.'

"In the criminations and recriminations, among the parties connected with that ill-managed and ill-fated institution, the facts—discreditable as they are to the persons concerned in the act alleged against the bank by Mr. Gallatin—are admitted to have been correctly stated. In a letter from Mr. Cowperthwaite, cashier of the bank, to Mr. N. Bidle, its former president, there is the following passage:—

"After the feverish excitement consequent on this too speedy effort to return to cash payments (in 1838) had in a good degree subsided, another crisis was anticipated, and it was feared that the banks generally would be obliged again to suspend. This was unhappily too soon to be realised, for the storm was then ready to burst, but instead of meeting its full force at once, it was deemed best to make it fall first upon the banks of New York. To effect this purpose large means were necessary, and to procure these resort was had to the sale of foreign exchange. The state of the accounts of the bank with its agents abroad, did not warrant any larger drafts upon them, especially that of Messrs. Hottinguer in Paris. This difficulty, however, it was thought, might be avoided, by shipping the coin to be drawn from the New York banks immediately to meet the bills. Accordingly large masses of exchange, particularly bills on Paris, which were then in great demand, were sent to New York to be sold without limit. Indeed the bills were signed in blank, and so sent to New York, and although a large book was thus forwarded, it was soon exhausted, and application was made to the agent of the Paris house in New York, for a further supply, who drew a considerable amount besides. The proceeds of these immense sales of exchange created very heavy balances against the New York banks, which after all signally failed in producing the contemplated effect.'

"In Mr. Biddle's comments on Mr. C.'s communication, he thus notices this ingenious plan of regulating the currency and the exchanges:—

"Here, then, is revealed the real and secret causes of the disasters of the bank. Now, without meaning to say a single word about the object of these drafts, and without intending the slightest censure of any one, it is impossible not to see in this single circumstance, the solution of many difficulties of the bank. The bank, as I understand, suddenly draws an immense amount of bills on Messrs. Hottinguer and Company, without having a dollar of funds in their hands—without having any authority to draw for a dollar—without a line of explanation as to the nature and extent of these unexpected drafts—and without even the usual commercial notice that such bills had been drawn. Messrs. Hottinguer and Company could not, as prudent men, do otherwise than protest these bills; and thus the bank, in the very fulness of its credit, was suddenly disgraced in the eyes of all Europe. The talents of Mr. Jaudon repaid, to a certain extent, this disaster,' &c.

"What was the '*disaster*' referred to by Mr. Biddle, *without*, as he has told us, *intending to censure, in the slightest degree, any one concerned in the measures which led to it?* Why, according to his own statement, and the confessions of the cashier of the bank, the cause of that *disaster*, as it is termed, was the failure, in part, of a scheme to raise money by dishonest expedients, for the purpose of breaking the New York banks, who were struggling against difficulties and embarrassments, partly arising from the imprudence and misconduct of the United States Bank, that they might fulfil their engagements to the public, as holders of their bills; and what, to the country, was infinitely more important, in order to prevent the monetary concerns of New York and New England, comprising, as those sections probably do, nearly one-half the active capital of the country, from falling into the ruinous and *hopeless* condition of the paper currencies and pecuniary concerns of all the other states of the union.

"Another disastrous event, in the latter stages of the existence of the United States Bank, was the *first resumption* of specie payments. This occurred in New York and New England, in May, 1838, and in Pennsylvania, and most of the other states, in August, 1838. Mr. Cowperthwaite, in explaining to Mr. Biddle the reasons why the bank—which, on the 29th of March, 1839, when the latter gentleman retired from it, '*was strong and prosperous*'—should, in less than two years afterwards, have sunk its entire capital of 35,000,000 dollars—its reserve fund of 4,421,289 dollars—and some 5,000,000 dollars or more in the form of unredeemed circulation and deposits, and of liabilities, for over-advances in Europe on depreciated or worthless securities. Mr. Biddle's successor, Mr. Dunlap, says, 'The utter prostration of the Bank of the United States, passes, I confess, my comprehension! I may, however, point out some of the causes that, in my judgment, have mainly contributed to bring about its painful and humiliating condition. The first cause,' he continues, 'may be traced to the consequences of the *premature resumption* of cash payments, after the first suspension of the banks,' &c."

Notwithstanding the ruin which the failure of the bank of the United States extended over the country, and the suspension or bankruptcy of banks in each state, a desire was soon after manifested for establishing a national bank. On this subject, Mr. Lee remarks:—"That banks as they have been managed—have been among the retarding, and are not to be reckoned among the accelerating, causes of the accumulated wealth of the country. That reasonable proofs are found in treatises and essays of our own writers, that the currency as it has been managed by the banks the last thirty years, has cost the country more money than the whole peace expenditure of the government would probably have amounted to, under a metallic currency, or a mixed currency, so managed as to be subject to no greater fluctuations than are incident to a metallic currency."

The chartering of a national bank soon became a great party question.

Mr. Webster in a speech made to his fellow-townsmen in Boston, admitted that a bank founded upon the principles of the former one, was unattainable and inexpedient. "A bank (said Mr. Webster) founded on private subscriptions, is out of the question. That is an obsolete idea, and people who are working for power to make a bank of the United States, may as well postpone all attempts to benefit the country—to the coming of the Jews."

"It was, however," says Mr. Lee, "under pledges of establishing a bank, that the party to which Mr. Tyler belonged came into power; and he was, as has been maintained, as strongly committed in favour of such an institution, as any of their political leaders."

"The establishment of a national bank was, during the canvass for the presidency, held up by the contending party which prevailed, as of great importance to the welfare of the country, and the obtainment of a charter for one, was considered as one of the expected benefits that would ensue from a change of administration. Such an institution was not only called for by the party in power; but was pretty universally wished for by the mass of the people in all quarters, although many of the party leaders affected to be opposed to a bank, and some of them were sincerely so, in both the great divisions of parties."

"The scheme of a bank presented to congress by Mr. Clay, would, in fact, whatever might be the intentions of its projector, have been a political bank, with the means of extending those corrupting influences over public men, which are already too abounding for the slight resistance likely to be made to temptations held out to *armies of patriotic persons*, who, fancying they were born to be supported by the nation, would think it was *unjust if they were not allowed to carry off a large portion of the 50,000,000 dollars, capital, in exchange for their accommodation notes*. Such an ordinary banking incident would, however, have been but a slight evil in comparison with the effect of its operations in aiding, as did the late United States bank, the local banks to extend their loans and issues."

"*An inflation of currency would have raised the prices of goods; this would have led to over-importations, and to diminished exports. The result of that state of things would have been another commercial and monetary pressure—caused by a demand for the coin of the banks, to pay up a balance against us for an excess of importations.* The banks would have paid out part of their coin, but as that could not have been done without breaking down prices—and consequently embarrassing all the debtor part of the community, and ruining a large portion of them; why, in such an emergency, the banks would have been called upon to suspend."

"From 1833 to 1837, the currency of the country, as we have before shown, was in a constant state of expansion. It was, also, always in excess, as compared with the currencies of other countries. So long as this progress of augmentation continued, all who bought and sold had an opportunity of increasing their nominal wealth, namely—the *money value* of their property, because the prices of commodities advanced, in a greater or less degree, though not in proportion, as we have before remarked, to the numerical increase of the currency."

"So long as this unnatural abundance of money (currency), and its usual concomitant, an abundant credit, continued, prices of every commodity were high in comparison with the prices of the same commodities prior to the enlargement of the currency. This increase of *prices* of commodities, as far it arose from an increase of currency, was not an *augmentation of value*."

We agree with Mr. Lee, for there cannot be a greater fiscal error than confounding *price* with *value*.

One of the great moral evils which Mr. Lee exposes with ability in regard to the executive power of the United States, is what is termed "*the democratic principle of the executive*," the proper designation should be the **DESPOTIC PRINCIPLE OF ANARCHICAL DEMAGOGISM**, namely, the removal, on the accession of a

president, of all men from offices, of every grade, who were appointed by his predecessor; such removal having no justification but mere difference of opinion on political questions. This extends to banking questions and to tariff duties, when such become party questions. In exposing this monstrous bane of honest and intelligent administration, we cannot do so more conclusively than by introducing the opinions of American citizens. Mr. Lee remarks :—

“ Now, if any reliance can be placed on information derived from sources common to every one, such a principle, such a *democratic principle*, as is laid down by many of our political leaders, and which the present chief magistrate is acting upon—it is one of those theoretic principles of which the right to exercise is claimed, *in all governments but FREE GOVERNMENTS*—but is nowhere carried into such frequent and full operation as in this democratic Republic. In Turkey such a ‘*democratic principle*’ could hardly be acted upon, with such frequency as among us. In Austria, half of whose revenues are expended in the support of armies and of a military and civil police, for ever at the call and the command of the monarch, it is not, we apprehend, the practice of the government to carry the ‘*democratic principle*’ to the extent which is now done by the democratic head of this Republic, and which has also been done by some of his late predecessors. The soldiers themselves might revolt at what, in *unfree* countries, would be considered as *too arbitrary, and too destructive of the stability and happiness of a nation, under any form of government but a republican government.*

“ In France and Great Britain, whose monarchical governments we, of this *enlightened and free country*, hold in such *slight political estimation*, or in such *democratic abhorrence*, the democratic principle of proscribing and punishing men for opinion’s sake, if carried into such extensive operation as it is deemed right to do in this country, and which it is now deemed expedient to do, *would be denounced and resented by enlightened and reflecting persons of all parties.* The exercise of such an *unjust and demoralizing principle* would, in those two nations, unsettle and overthrow the ablest and most popular administrations that ever held the reins of power. *It was the too free use of the power claimed by our democratic rulers, and exercised by them,* which was among the most effective causes of the overthrow of the French monarchy, and of some of the revolutions which have occurred in our parent country. And as the people of this country are not, as yet, it is to be hoped, *less jealous of those rights which are secured to us, or which were meant to be secured to us, by our constitution, than the subjects of France and England, there must come a time when we shall show as great a disapprobation of this principle of despotism as is now shown by these nations; or, failing of that advancement, to a more just appreciation of our rights and our duties than we now have, fall into that state of political degradation and moral weakness which might render it impossible for us to maintain the institutions under which we now live, in any tolerable degree of strength and purity. It would hardly require a succession of many administrations, governed by the principles on which the country has been ruled of late years, and is still ruled, to plunge this too extended a league of nations, poorly qualified, as some of them appear to be, for free institutions, into a state of demoralization and disorganization that would prove fatal to the continuance of the union,—that would prove fatal, not only to the existence of the union, but also to those principles of political morality and of civil government, on which this ill-governed confederacy must hereafter rely for its moral regeneration, and its political re-organization, when it shall be resolved into its several constituent parts, in its rapid advancement to that state of ignorance, corruption, alienation, disunion, and political destruction to which, if we may rely on the teachings of history and of experience, every nation is doomed when, for a long period of time, it has been not under the government of men desirous of promoting the prosperity and welfare of their constituents, but under the domination of a faction, whose personal views and private interests are incompatible with the safety, honour, and happiness of their country.*

"In Great Britain and France, a change of ministry involves only a change of the heads of the departments and their chief secretaries. If the principle of removing the numerous subordinates were acted upon, those nations, wealthy and powerful as they are, could not have sustained their political greatness and independence, through the severe trials to which they so often have been exposed. *Experience in the performance of the duties of civil stations, is as essential as it is in the performance of military duties.* Now what chance would there be of succeeding with an army, however numerous it might be, if the principal officers were changed every year or two, and with them a considerable number of the subalterns and a portion of the rank and file, and raw recruits and untaught and inexperienced officers enlisted as substitutes?"

"Look at the moral effect of such a disorganizing and cruel principle—cruel as respects the objects of such unjust treatment. If a due and faithful performance of official duties is no security against political proscription and removal from office, what inducement can men of ability and character have to seek or to accept public employment? or, if engaged in that service, to put forth their utmost ability and exertions to serve their country? *And what has been the effect of this demoralizing principle? Why, the history of the past twenty years exhibits, in the fiscal branch of the public service, a degree of corruption and dishonesty, which, considering the circumstances of the country and the small amount of pecuniary responsibility resting upon the revenue officers—in comparison with what exists in some other countries—is without example in any well-governed nation. It amounts to a very large per centage on the gross receipts of the nation, and it is an item of the public burdens which is rapidly increasing. In case of a war, when it might be necessary to raise three or four times as much money as is done under a peace establishment, the plunder of the public revenue would, of itself, be a heavy burden on the country, and especially if there were a national bank to aid by its influence, and its corrupting power, the needy, reckless, and unprincipled men who, in such an emergency, are as active and dexterous in preying upon their country, as they are in stirring up feelings of hostility against foreign nations with a view of producing wars.* The Florida war cost the country some 30,000,000 or 40,000,000 dollars, only a small proportion of which went to the national troops who defended that territory from invasion; while the balance leaked out of the public purse, and was drained off in some unknown, or in some unlawful direction.

"Will any reflecting man advocate a money-coining machine, under whatever plausible name it may be disguised, whether a 'national bank,' a 'fiscal agent,' or an 'exchequer,' either to be under the direct control of the government, or only connected and influenced by it? Are there not, as the government is now administered, and as it has, for some years, been administered, too many sources of corruption available to a large class of public men, without adding to their number?"

"The object of a national bank, as far as the government has any connexion with it, is to be able to increase the public receipts without hazarding their popularity by taxation—to borrow the people's money to pay the debts of the people—the result of which, according to the financial measures of the present administration, has been to pay one debt by the creation of a still larger one.

"Or, if the 'exchequer plan' of President Tyler had been carried into operation, the effect would have been to throw upon the country a large amount of irredeemable paper money, beginning with 10,000,000, and by an extension of its powers to any sum which may be deemed desirable by this administration or any succeeding administration."—*Letter to Cotton Manufacturers.*

President Tyler in his messages, declares:

"It has now become obvious to all, then, that the government must look to its own means for supplying its wants, and it is consoling to know that those means are altogether adequate for the object. The exchequer, if adopted, will greatly aid in bringing about this result. Upon what I regard as a well-founded supposition, that its bills would be readily sought for by the public creditors, and that the issue would, in a short time,

reach the maximum of 15,000,000 dollars, it is obvious that 10,000,000 dollars would thereby be added to the available means of the treasury without cost or charge.*

"If it were the object of the 'exchequer plan' to keep the 10,000,000 afloat perpetually, as it would appear to be the case, then there would be an accession of 10,000,000 dollars to the public revenue derived from this issue of 10,000,000 dollars of '*assignats*,' or what may be better understood by the term of '*continental money*.'"

Upon the tendency and object of this financial scheme of the executive, Mr. Fillmore, the chairman of ways and means, said in regard to the government "exchequer plan:"—

"As a bank, then, what are to be its probable effects upon the currency of the country? So far as it shall furnish a paper circulation of equal value with gold and silver, it would be beneficial. But, if we are to judge from past experience, this could not be done to any great extent, and would not be maintained for any length of time. All government banking, in all ages and countries, has proved a failure. We believe there is no exception to this rule. To prove this we need not resort to the assignats of France, or the imperial bank of Russia, with its paper rubles, or even the far-famed deposit bank of Amsterdam, which was under the charge of the governors of the city, annually elected by the citizens, and for whose fidelity the city itself was liable. All these, at different times and under different circumstances, had a common end. The assignats, though based upon the avails of large estates which had been confiscated, and made a legal tender by severe penalties, gradually sunk in the market, in consequence of excessive issues, until they became worthless. A similar fate attended the paper rubles of Russia; and the governors of the Bank of Amsterdam, in violation of their official duty and solemn oaths, secretly withdrew the specie that had been deposited in its vaults; and this fraud was not discovered for forty or fifty years. But the attempts in our own country, by different states, to establish banks owned by the states, have been equally unfortunate. Few, if any, have maintained their credit, and the committee believe that there is some

* The first Essay, by Mr. Middleton, was published under the same title as the second—"The Government and the Currency." The following is a paragraph of a criticism on it.

"We have briefly indicated the leading topics considered in this very able pamphlet. But the subject of the currency is now so hopelessly overwhelmed by the cant and vulgar ferocity of party politics, that calm and temperate writing, like this of Mr. Middleton, stands but slight chance of fixing the public attention. Still, the work will do good. It is written in a singularly clear, manly, and elegant style; the arrangement of topics is excellent; the statements are well weighed, and conscientiously made; and no trace of the rampant party spirit, which perverts public opinion to a dreadful and alarming extent, on all questions of national policy, is discernible in its pages. The object aimed at by Mr. Middleton, namely, 'to combine, as far as it is possible to do so, the advantages of the metallic with those of the bank-note system,' is one which ought to be studied by the public men of all parties; but the demagogues have seized upon the subject for their own purposes, and the minds of the people are filled with ignorance, prejudice, and passion, until they are scarcely capable of acting without manifesting an insane violence, by which their real interests are sacrificed."—*North American Review*.

"After what we have now said, we think it must appear that we were fully justified in assuming, as we did in the former part of this essay, that the only portion of the circulation, or medium of exchange, which required legislative interference and regulation, was that which consisted of the bills and notes of banks of issue. We have endeavoured to show that the essential point of difference between the notes of a bank and those of a merchant or trader, consists in this: that the notes of a bank are payable at an indefinite period; while those of a merchant or trader (which constitute mercantile paper) are payable at a period fixed and certain. We have endeavoured, too, to show that this difference between mercantile and bank paper is one of great importance, and leads to important differences in the effects produced by these two descriptions of paper, when left unrestrained by legislative regulation; that while private, or mercantile paper, is, by the necessity which exists for its payment at a given and fixed period, kept within moderate and reasonable limits, bank paper, on the contrary, is tempted constantly to exceed those limits; because, not being payable at any definite and fixed period, no such restraint exists—and the banks issuing such paper, prompted by the desire of gain, naturally seek to increase the amount of their issue, and to keep it from returning upon them for redemption for the longest period possible."—*Government and the Currency*.

inherent and insurmountable difficulty in *government banking*, that cannot be overcome or obviated.

"In the first place, the various officers and agents which would be selected to take charge of such an institution, are not likely to have the requisite financial skill, even if they should have the requisite moral honesty. *They will be selected from party and political considerations. Thus it ever has been, and thus it ever will be.* But, even if they had the skill, they would not feel that solicitude which self-interest alone can create, and which is indispensable to the successful management of a bank.

"But even if these difficulties could be overcome, there is still another which admits of no remedy, and against which you can provide no security; *and that is the dangerous increase in the issues of such paper by legislative authority. It matters not that you limit it by this act—the next Congress has power to change it; and, having the power, if there should be a deficiency in the revenue, it will be exercised.* All experience leads to this inevitable result. It was so in France. It was so in Russia. It was so in this country during the Revolution, when continental money was poured out until it became worthless; and it was so during the last war, when treasury notes were increased until they were twenty or twenty-five per cent below the par value of non-specie paying banks; and, even within a few months after this exchequer plan was first recommended to Congress, in a time of profound peace, treasury notes were issued until they fell five per cent below par, and the credit of the treasury was, at last, only saved by promising to pay six per cent interest on these notes semi-annually, which converted them at once from currency, receivable in public dues, into a species of stock for investment. Even we could not sell a six per cent stock, having twenty years to run, without a discount to meet these notes; and had they been issued under this exchequer, the result must have been the same. All these facts lead to but one conclusion, and that seems irresistible; which is, that the government ought not to engage in banking, but that that should be left to private corporations or companies, which may be effectually restrained in their issues by penal laws, for the violation of which they may be made amenable to the courts. Certainly nothing short of this can prevent excessive issues, or insure prompt redemption; and even this has not always effected that object."

Thus much Mr. Fillmore has alleged against the scheme of President Tyler, upon its economical defects.

We have not adduced these remarks for the purpose of proposing a system of banking, but to exhibit the evils of fallacious currencies, and to show what has been done, and what exists—what has been, and what is proposed as remedies for these evils, regarding the currency of the United States.

Mr. Lee observes:—

"That a central bank with a large capital, might be useful in restraining the over-issues and over-loans of the local banks, we have never doubted, provided it should be placed under the government of persons who had the skill, the honesty, and the courage, to manage it upon strict conservative principles—somewhat on the plan of the Bank of France. Such an institution would not answer the purposes which a large majority of those influential persons have in view, who are the most desirous of its creation. If, however, its founders and promoters were sincerely desirous of having it conducted upon strict and honest banking principles, they would not be encouraged and sustained by the nation, nor even by the persons who should be appointed by its proprietors, to govern it, or more commonly those *self-appointed persons*—who, upon the principles on which all our banks are organised, have an interest adverse to the interests of their constituents as stockholders, and to the public as recipients of their paper issues.

We do not find any grave, intelligent, and thinking writer, or speaker, deny that the banking system, or rather banking practice, of the United States has caused the most extensive and often ruinous speculations, whether in the sales

and purchases of lands (*See Public Lands* hereafter), in shares or stocks of public works and companies, of loss to cotton planters, and to cotton, and other manufacturers,—to the holders of bank stock,—and to the general credit of the United States.

Mr. Alexander Hamilton, whose upright mind ranks him next to Washington, among the men of whom America may, with justice and, without vanity, be proud, has recorded the following opinion, which American statesmen, if they bear any love for their country, would act wisely, by observing as a regulating maxim in fiscal legislation:—

“The emitting of paper money is wisely prohibited to the state governments, and the spirit of the prohibition ought not to be disregarded by the United States government. Though paper emissions, under a general authority, might have some advantages not applicable, and be free from some disadvantages which are applicable, to the like emissions by the states, separately, yet they are of a nature so liable to abuse—and it may even be affirmed, *so certain of being abused*—that the wisdom of government will be shown in never trusting itself with the use of so seducing and dangerous an expedient. In times of tranquillity it might have no ill consequences; it might even, perhaps, be arranged in a way to be productive of good; *but in great and trying emergencies there is almost a moral certainty of its being mischievous.*”

In a speech made by Mr. Webster, while a member of Congress, in 1815, upon a bill to incorporate a bank of the United States, differing in many respects from the bill for the establishment of an exchequer, but involving some of the most important principles of that bill, we find the following passages. The main purpose of the bill was to establish a bank whose capital should consist partly of coin and partly of government stocks and treasury notes. The capital of the proposed exchequer was to consist of coin and treasury notes:—

“I am sure, sir, that the advantages which would at present result from any bank, are greatly overrated. To look to a bank as a source capable, not only of affording a circulating medium to the country, but also of supplying the ways and means of carrying on the war, especially at a time when the country is without commerce, is to expect much more than will ever be obtained. Such high wrought hopes can only end in disappointment. The means of supporting an expensive war are not of quite so easy acquisition. Banks are not revenue. They cannot supply its place. They may afford facilities to its collection and distribution. They may furnish, with convenience, temporary loans to government, in anticipation of its taxes, and render important assistance, in divers ways, to the general operations of finance. They are useful to the state in their proper place and sphere, but they are not sources of national income.

“The fountains of revenue must be sunk deeper. The credit and circulation of bank paper are the effects, rather than the causes, of a profitable commerce, and a well ordered system of finance. They are the props of national wealth and prosperity, not the foundations of them. Whoever shall attempt to restore the fallen credit of this country, by the creating of new banks, merely that they may create new paper, and that government may have a chance of borrowing where it has not borrowed before, will find himself miserably deceived. It is under the influence of no such vain hopes, that I yield my assent to the establishment of a bank, on sound and proper principles.”

The following statement and tables (which exhibit a condensed historical view of the American currency for more than a quarter of a century), were prepared by Mr. Gouge, editor of the “*Journal of Banking*,” author of “*A Short*

History of Paper Money and Banking," and formerly of the United States treasury department:—

"On the 30th of August, 1814, the Philadelphia banks suspended specie payments for the *first* time, and the other banks in the middle and southern states within a week or two of that date. The New Orleans banks had suspended payment in the April previous; but the banks of Kentucky and Ohio continued to pay specie till about the 1st of January, 1815; and the only bank then in Tennessee did not suspend payment till July or August, 1815. Through the whole of this, the *first* general suspension of specie payments, the banks of New England continued to pay specie, with the exception of a few banks in Maine that stopped payment early in 1814.

"During the first suspension of specie payments, the notes of non-specie-paying banks were received in payment of public dues.

"On the 1st of January, 1817, the bank of the United States commenced operations at Philadelphia. Of the effect it had in "regulating the currency," the reader can judge for himself. The table gives the prices of western and southern bank notes at Philadelphia, in that and each subsequent year.

"On the 21st of February, 1817, the United States government refused any longer to receive the notes of non-specie-paying banks in payment of public dues.

"In 1824, the system known as the Suffolk Bank system was adopted in New England. The reader, on scanning the table, will not fail to be struck with the *uniformity* of value which the notes of the many hundred banks of the eastern states have since maintained, and this whether the banks have sustained or suspended specie payments.

"On the 11th of May, 1837, the New York and Natchez banks suspended specie payments; and as fast as the news spread from these two cities, east, west, north, and south, the other banks suspended also. In this, the *second* general suspension of specie payments, the banks of New England were included.

"In one year afterwards, or in May, 1838, the New York banks resumed specie payments, and their conduct was immediately followed by the banks of New England. These banks have since (with the exception of the banks of Rhode Island) steadily maintained specie payments.

"In August, 1838, the banks of Philadelphia professed to resume specie payments; and by the 1st of January, 1839, there was at least a *nominal* resumption of specie payments throughout the union.

"In a little more than a year, or on the 9th of October, 1839, the banks of Philadelphia suspended specie payments for the *third* time, and their example was quickly imitated by all the banks to the south and west, and also by the banks of West Jersey and Rhode Island. The bank of Missouri did not, indeed, suspend payment on its own notes; but as it traded on the notes of other western banks, it became an issuer of inconvertible paper. The banks of Rhode Island soon resumed specie payments. The banks of South Carolina resumed specie payments in June or July, 1840. All the other banks to the south and west of New York (with the exception of the East Jersey banks, and a few others scattered in different places) continued to refuse payment of specie on demand.

"January 15th, 1841, the banks of Philadelphia resumed specie payments, and sustained them for about twenty days, or until the 4th of February. They then, for the *fourth* time, suspended specie payments; until the 18th and 19th of March, 1842.

A TABLE showing the highest and lowest Prices (comparatively) of Bank Notes at Philadelphia, in each Year, from October 31st, 1814, to December 31st, 1841.

[In this table, *p* stands for premium; *d* for discount; *a* is an abbreviation of the Latin *ad*, to.]

BANKS.	1814	1815	1816	1817	1818	1819	1820
Maine.....	..	..	..	..	..	..	4 d.
New Hampshire.....	..	..	..	..	..	..	2 a 4 d.
Vermont.....	..	..	..	..	..	..	3 a 4 d.
Boston.....	par a 20 p.	7 a 25 p.	5 a 17 p.	2 d. a 4 p.	par a 1½ d.	par a 2 d.	1 a 4 d.
Other Massachusetts.....	..	..	..	..	..	4 a 5 d.	1 a 5 d.
Rhode Island.....	..	..	..	..	..	1 a 3 d.	1 a 4 d.
Connecticut.....	..	..	..	..	..	2 a 3 d.	1½ a 4 d.
New York city.....	par a 2 p.	par a 6 p.	3 a 9½ p.	par a 3½ p.	par.	2½ a 6 d.	par.
New York country.....	..	..	..	..	..	2 a 4 d.	1 a 3 d.
Philadelphia.....	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania.....	7½ d.	3 a 10 d.	4½ a 14 d.	par a 9 d.	par a 30 d.	par a 5 d.	par a 4 d.
New Jersey.....	..	..	par a 5 d.	par.	par.	par a 2 d.	par a 1 d.
Delaware.....	1 a 4 d.	2 a 5 d.	3 a 9 d.	par a 10 d.	par a 30 d.	par.	par.
Baltimore.....	3 a 5 d.	2 a 6½ d.	2½ a 7 d.	par a 4½ d.	par a 1½ d.	½ a 2½ d.	4 d.
Other Maryland.....	..	..	3 a 10 d.	3 a 10 d.	2 a 30 d.	2 a 8 d.	1½ a 8 d.
District of Columbia.....	..	..	4 a 10 d.	par a 6 d.	par a 2½ d.	1 a 3½ d.	1 a 3 d.
Virginia.....	5 a 10 d.	par a 8 d.	par a 6 p.	1 p. a 2 d.	par a 10 d.	1½ a 8 d.	1 a 3 d.
Virginia, Western.....	..	..	..	..	..	8 a 12½ d.	8 a 12½ d.
North Carolina.....	5 a 10 d.	2½ p. a 8 d.	par a 6 p.	1 p. a 3 d.	1½ a 6 d.	3 a 17½ d.	2½ a 10 d.
South Carolina.....	5 a 10 d.	..	2 a 8 p.	2½ d. a 4 p.	½ a 3 d.	1½ a 8 d.	par a 6 d.
Georgia.....	5 a 10 d.	..	..	1 d.	1 a 4 d.	2 a 14 d.	1½ a 10 d.
Alabama.....	..	..	..	..	..	..	..
Louisiana.....	..	..	..	..	..	..	..
Mississippi.....	..	..	..	..	..	..	..
Tennessee.....	..	..	..	5 a 6 d.	4½ a 12½ d.	12½ a 20 d.	few sales.
Kentucky.....	..	..	6 a 10 d.	4½ a 6 d.	4½ a 10 d.	12½ a 25 d.	12½ a 20 d.
Ohio.....	5 a 7½ d.	3 a 10 d.	5 a 12 d.	4 a 15 d.	4½ a 12½ d.	15 a 30 d.	12½ a 25 d.
Michigan.....	..	..	..	..	..	..	..
United States Branch Bank Notes.....	7 a 12 p.	2 a 17 p.	7 a 17 p.	par a 5 p.	par a 1 d.	½ a 1 d.	½ a 4 d.
American silver.....	..	..	..	..	..	..	..

BANK TABLE—continued.

BANKS.	1821	1822	1823	1824	1825	1826	1827
Maine.....	..	4 a 10 d.	10 d.	10 d.	2 a 10 d.	2½ d.	1½ a 2½ d.
New Hampshire.....	1 a 2 d.	2 a 3 d.	2 d.	1½ a 2 d.	1½ a 2½ d.	2½ d.	1 a 2½ d.
Vermont.....	3 d.	3 d.	3 d.	2 a 3 d.	2 a 2½ d.	2½ d.	1 a 2½ d.
Boston.....	½ a 2 d.	..	..	..	..	..	..
Massachusetts.....	½ a 2 d.	½ a 3 d.	1 a 2 d.	1½ a 2 d.	1 a 2½ d.	1 a 2½ d.	1 a 2½ d.
Rhode Island.....	2 d.	2 d.	2 d.	1½ a 2 d.	1½ a 2 d.	2 a 2½ d.	1 a 2 d.
Connecticut.....	½ a 2 d.	1 a 1½ d.	1 a 1½ d.	1 a 1½ d.	1½ a 2 d.	1½ a 2 d.	1 a 1½ d.
New York city.....	par.	par.	par.	par.	par.	par.	par.
New York country.....	1 a 6 d.	1 a 5 d.	1 a 5 d.	1 d.	1 a 5 d.	1½ a 5 d.	1 a 3 d.
Philadelphia.....	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania.....	par a 3 d.	par a 3 d.	par a 5 d.	par a 1½ d.	par a 1 d.	par.	par a 1 d.
New Jersey.....	par.	par a 1 d.	par a 1½ d.	par.	par.	par a 2 d.	par a 2 d.
Delaware.....	par.	par.	par a 1 d.	par.	par.	par.	par a 1½ d.
Baltimore.....	½ d.	½ a 3 d.	½ d.	½ d.	½ d.	½ a 1 d.	par a 3 d.
Other Maryland.....	½ a 3 d.	1 a 1½ d.	1 a 1½ d.	1 d.	1 d.	½ a 1 d.	2 a 3 d.
District of Columbia.....	..	½ a 1½ d.	1 a 1½ d.	1 a 1½ d.	1 a 1 d.	½ a 1 d.	2 a 3 d.
Virginia.....	5 a 2 d.	1 a 3 d.	2 a 2 d.	4 a 2 d.	4 a 1 d.	4 a 1 d.	2 a 1½ d.
Virginia, Western.....	5 a 8 d.	5 d.	5 d.	4 a 5 d.	4 a 5 d.	4 a 5 d.	3 a 4½ d.
North Carolina.....	2 a 4½ d.	2½ a 12½ d.	3 a 12½ d.	3½ a 5½ d.	3 a 5 d.	2½ a 5 d.	3 a 5½ d.
South Carolina.....	5 a 3 d.	1 a 5 d.	2 a 5 d.	1 a 3 d.	1 a 2½ d.	1½ a 2 d.	2 a 1½ d.
Georgia.....	1½ a 5 d.	2½ a 9 d.	2 a 15 d.	2½ a 5 d.	2 a 4 d.	2½ a 3½ d.	2 a 3 d.
Florida.....	..	..	..	..	..	..	..
Alabama.....	..	..	..	..	..	10 a 15 d.	10 a 25 d.
Louisiana.....	..	1½ a 8 d.	3 a 7 d.	2 a 7 d.	2 a 5 d.	5 a 6 d.	4 a 5 d.
Mississippi.....	..	..	..	..	7 a 10 d.	6 a 10 d.	6 d.
Tennessee.....	35 d.	30 a 34 d.	35 d.	30 d.	15 a 20 d.	10 a 20 d.	7 a 10 d.
Kentucky.....	30 a 50 d.	45 a 75 d.	70 d.	55 a 70 d.	45 a 55 d.	30 a 50 d.	30 a 40 d.
Missouri.....	..	..	..	..	..	..	..
Illinois.....	..	..	..	..	..	..	..
Indiana.....	..	..	..	..	..	..	..
Ohio.....	5 a 12½ d.	5 a 8 d.	5 a 6 d.	5 a 6 d.	5 a 8 d.	4 a 8 d.	4 a 6 d.
Michigan.....	..	..	..	..	..	10 d.	3 a 10 d.
United States Branch Bank Notes.....	½ a 2 d.	½ a 2 d.	½ a 2 d.	par.	par.	par.	par.

BANK TABLE—continued.

BANKS.	1826	1829	1830	1831	1832	1833	1834
Maine.....	1½ a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	1 a 1½ d.
New Hampshire.....	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	1 a 1½ d.
Vermont.....	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	1 a 1½ d.
Massachusetts.....	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	1 a 1½ d.
Rhode Island.....	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	1 a 1½ d.
Connecticut.....	1 a 2 d.	1 a 1½ d.	1 a 1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	1 d.
New York city.....	par.	par.	par.	par a ½ d.	par a ½ d.	par a ½ d.	par a ½ d.
New York country.....	1½ a 2½ d.	1½ a 2½ d.	1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	1 a 2 d.
Philadelphia.....	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania.....	par a 1 d.	par a 1 d.	par a 1 d.	par a 2 d.	par a 2 d.	par a 2 d.	par a 1½ d.
New Jersey.....	par a 1½ d.	par a 2 d.	par a 1½ d.	par a 1 d.	par a 1 d.	par a 1 d.	par a 1 d.
Delaware.....	par a 1 d.	½ d.	par a ½ d.	par a 1 d.	par a 1 d.	par a 1 d.	par a 1 d.
Baltimore.....	par a 1 d.	½ d.	½ d.	par a ½ d.	par a ½ d.	par a ½ d.	½ d.
Other Maryland.....	½ a 1½ d.	½ a 1 d.	½ d.	½ a 1 d.	½ a 1 d.	½ a 1½ d.	1½ a 2 d.
District of Columbia.....	½ a 1 d.	½ a 1 d.	½ a 2 d.	½ d.	½ a 2 d.	1 a 1 d.	1 a 2 d.
Virginia.....	½ a 1½ d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	½ a 1 d.	½ a 1½ d.	1 a 2 d.
Virginia, Western.....	3½ a 4 d.	3 a 2½ d.	2 a 2½ d.	1½ d.	1½ a 2½ d.	1½ a 3 d.	1½ a 1½ d.
North Carolina.....	4 a 12½ d.	2½ a 2½ d.	1½ a 2½ d.	1 a 2 d.	1½ a 2 d.	1½ a 3 d.	1 a 3 d.
South Carolina.....	1 a 2½ d.	1 a 2 d.	1 a 1½ d.	2 a 2 d.	1½ a 2 d.	1½ a 3 d.	2 a 7 d.
Georgia.....	2 a 4 d.	2 a 2½ d.	1½ a 2½ d.	1 a 3 d.	2½ a 10 d.	3½ a 10 d.	4 a 7 d.
Florida.....	..	..	..	10 d.	10 d.	10 a 20 d.	no sales.
Alabama.....	20 a 25 d.	10 a 15 d.	10 a 15 d.	5 a 15 d.	5 d.	4 a 10 d.	7 a 10 d.
Louisiana.....	4 a 6 d.	4 a 6 d.	4 d.	3 a 5 d.	4 a 5 d.	3 a 5 d.	5 d.
Mississippi.....	6 a 7 d.	5 a 6 d.	5 d.	5 d.	5 d.	5 a 5 d.	8 a 10 d.
Tennessee.....	0 a 10 d.	0 a 10 d.	7½ d.	5 a 7½ d.	5 d.	3 a 5 d.	5 d.
Kentucky.....	25 a 35 d.	25 a 35 d.	25 a 35 d.	20 a 35 d.	20 a 25 d.	3 a 25 d.	2 a 5 d.
Missouri.....	..	..	..	no sales.	no sales.	no sales.	..
Illinois.....	..	..	..	no sales.	no sales.	no sales.	..
Indiana.....	..	..	..	no sales.	no sales.	no sales.	5 d.
Ohio.....	3½ a 4 d.	2½ a 3½ d.	2½ a 3 d.	1½ a 3 d.	1½ a 3 d.	1½ a 3 d.	2 a 4 d.
Michigan.....	3 d.	3 d.	2 a 3 d.	1½ a 2 d.	1½ d.	1½ a 2 d.	5 a 2½ d.

BANK TABLE—continued.

BANKS.	1835	1836	1837	1838	1839	1840	1841
Maine.....	1 d.	½ a 1 d.	½ a 1½ d.	par a 2½ d.	½ d. a 3 p.	2½ a 5 p.	½ d. a 5 p.
New Hampshire.....	1 d.	½ a 1 d.	½ a 1½ d.	par a 2½ d.	½ d. a 3 p.	2 a 5 p.	½ d. a 5 p.
Vermont.....	1 d.	½ a 1 d.	½ a 1½ d.	par a 2½ d.	½ d. a 5 p.	2 a 5 p.	½ d. a 5 p.
Massachusetts.....	1 d.	½ a 1 d.	½ a 1½ d.	par a 2½ d.	½ d. a 7 p.	2 a 6 p.	½ d. a 5 p.
Rhode Island.....	1 d.	½ a 1 d.	½ a 1½ d.	par a 2½ d.	½ d. a 6 p.	2 a 6 p.	½ d. a 5 p.
Connecticut.....	1 d.	½ a 1 d.	½ a 1½ d.	par a 1½ d.	½ d. a 8 p.	2 a 6 p.	½ d. a 5 p.
New York city.....	par a ½ d.	par a ½ d.	par a 1½ d.	par a 3 p.	par a 13 p.	2½ a 7 p.	½ d. a 6 p.
New York country.....	1 d.	1 a 1½ d.	par a 3½ d.	par a 3 p.	½ d. a 10 p.	1 a 5 p.	2 d. a 6 p.
Philadelphia.....	standard.	standard.	standard.	standard.	standard.	standard.	standard.
Other Pennsylvania.....	par a 2 d.	par a 2½ d.	par a 3 d.	par a 3 d.	par a 3 d.	par a 3 d.	par a 1 d.
New Jersey.....	par a 1 d.	par a 1 d.	par a 2 d.	par a 2 d.	1 d. a 6 p.	par a 5 p.	1 d. a 5 p.
Delaware.....	par a ½ d.	par a ½ d.	par a ½ d.	par.	par.	par.	par.
Baltimore.....	½ a 1 d.	½ a 1 d.	½ a 1½ d.	½ a 1½ d.	par a 1½ d.	par a 1 p.	par.
Other Maryland.....	½ a 1 d.	½ a 1 d.	par a 2 d.	½ a 1 d.	½ a 2 d.	par a 4 d.	par a 5 d.
District of Columbia.....	½ a 1 d.	½ a 1 d.	par a 3½ d.	½ a 2 d.	par a 1½ d.	½ p. a 1 d.	par a 1 d.
Virginia.....	½ a 1 d.	½ a 1½ d.	½ a 3 d.	½ a 3½ d.	½ a 4 d.	par a 2 d.	par a 3 d.
Virginia, Western.....	1 a 2 d.	1½ a 2½ d.	..	1½ a 4 d.	1½ a 5 d.	2 a 3 d.	2 a 8 d.
North Carolina.....	2 d.	2 a 3 d.	2½ a 6 d.	2 a 5 d.	1 a 6 d.	2 a 3 d.	1 a 3 d.
South Carolina.....	2 d.	2 a 3 d.	2½ a 10 d.	2½ a 10 d.	1 a 7 d.	2 d. a 3 p.	2 p. a 2 d.
Georgia.....	2 a 3 d.	2 a 3 d.	3 a 12 d.	3 a 10 d.	2½ a 10 d.	1½ a 30 d.	1 a 40 d.
Florida.....	no sales.	no sales.	no sales.	no sales.	no sales.	no sales.	75 d.
Alabama.....	4 a 8 d.	3 a 7 d.	5 a 15 d.	5½ a 20 d.	2 a 15 d.	2 a 10 d.	5 a 10 d.
Louisiana.....	2½ a 3 d.	2½ a 6 d.	5 a 15 d.	2½ a 12½ d.	par a 7 d.	½ p. a 10 d.	1 a 6 d.
Mississippi.....	4 a 5 d.	3 a 6 d.	6 a 20 d.	7½ a 30 d.	5 a 15 d.	16 a 80 d.	20 a 80 d.
Tennessee.....	5 d.	3 a 6 d.	5 a 15 d.	5 a 20 d.	4 a 15 d.	1½ a 10 d.	6 a 15 d.
Kentucky.....	2½ a 3 d.	2 a 3 d.	2½ a 8 d.	2½ a 8 d.	2½ a 5½ d.	3 a 5 d.	4 a 7 d.
Missouri.....	no sales.	no sales.	no sales.	4 a 10 d.	4 a 6 d.	5 a 6 d.	5 a 7 d.
Illinois.....	4 d.	3 a 8 d.	3 a 8 d.	2½ a 7 d.	2½ a 6½ d.	3 a 6 d.	3½ a 8 d.
Indiana.....	3 a 4 d.	3 a 3½ d.	3 a 8 d.	2 a 7 d.	2½ a 6½ d.	3 a 6 d.	3½ a 10 d.
Ohio.....	2½ a 3 d.	2 a 3 d.	3 a 6 d.	2 a 6½ d.	2 a 6 d.	3 a 5 d.	3½ a 15 d.
Michigan.....	2 d.	2 a 3 d.	2½ a 15 d.	5 a 20 d.	5 a 10 d.	10 a 16 d.	10 a 16 d.
American Silver.....	..	..	par a 12 p.	3 a 6 p.	par a 14 p.	2½ a 7 p.	- a 6½ p.

The following table of suspensions is abstracted from a letter of the secretary of the treasury of the United States, dated January 8, 1840:—

STATES AND TERRITORIES.	Whole num- ber of Banks.	Number of Banks which suspended entirely in 1839.	Number of Banks which suspended in part.	Number of Banks which did not suspend.	Number of Banks which are broken or discontinued.	Number of Banks which have resumed specie payments.
Maine.....	58	3	..	54	1	1
New Hampshire.....	28	..	1	27	..	..
Vermont.....	21	..	..	18	3	..
Massachusetts.....	134	..	..	121	13	..
Rhode Island.....	63	63	..	..	..	21
Connecticut.....	38	..	..	35	1	..
New York.....	198	4	..	194	4	..
New Jersey.....	32	17	8	..	2	13
Pennsylvania.....	70	49	4	..	13	..
Delaware.....	9	9	..	..	..	..
Maryland.....	34	30	..	..	4	1
District of Columbia.....	6	5	1	..	..	..
Virginia.....	25	20	1	4	..	1
North Carolina.....	10	9	1	..	..	..
South Carolina.....	14	6	8	..	..	..
Georgia.....	40	18	18	..	4	..
Alabama.....	8	2	..	6	1	..
Louisiana.....	19	19	..	..	..	..
Mississippi.....	29	17	..	11	1	2
Tennessee.....	21	21	..	..	..	..
Kentucky.....	6	5	..	1	..	..
Ohio.....	43	15	3	10	7	5
Indiana.....	14	..	14	..	..	14
Illinois.....	7	2	..	5	..	..
Missouri.....	1	..	..	1	..	..
Michigan.....	17	15	..	..	2	..
Arkansas.....	2	2	..	..	..	..
TERRITORIES.						
Florida.....	9	8	1	..	..	..
Wisconsin.....	5	4	..	1	..	..
Total, including branches..	959	343	62	498	56	48
Number of branches....	109					
Total, without branches..	850			0		

* One not in operation, and one broken, &c.

† Two partially, and one wholly.

STATEMENT of Prices of Shares in the Banks of the City of Philadelphia, at three several Periods in 1838, 1841, and 1842.

BANKS.	CAPITAL.	Par value of Shares.	Prices of Shares 14 Aug. 1838.	Aggregate value of Shares 14th Aug. 1838.	Prices of Shares 27 Aug. 1841.	Aggregate value of Shares 27th Aug. 1841.	Prices of Shares 1 to 10 Jan. 1842.	Aggregate value of Shares 1 to 10 Jan. 1842.
	dollars.			dollars.		dollars.		dollars.
United States Bank.....	35,000,000	100	123	43,050,000	10	3,500,000	3	1,050,000
Bank of North America.....	1,000,000	400	408	1,020,000	300	750,000	160	400,000
Bank of Pennsylvania.....	2,500,000	400	500	3,125,000	260	1,625,000	120	750,000
Farmers' and Mechanics'.....	1,250,000	50	62	1,550,000	45	1,125,000	20	500,000
Philadelphia.....	1,800,000	100	108	1,944,000	75	1,350,000	38	684,000
Commercial.....	1,000,000	50	63	1,260,000	44	880,000	32	640,000
Mechanics'.....	1,400,000	35	54	2,160,000	26	1,040,000	15	600,000
Northern Liberties.....	350,000	35	58	480,000	30	300,000	23	230,000
Schuylkill.....	1,000,000	50	80	1,000,000	5	100,000	3	60,000
Southwark.....	250,000	50	60	300,000	45	225,000	46	230,000
Kensington.....	250,000	50	75	375,000	40	300,000	23	115,000
Penn Township.....	500,000	50	75	750,000	40	400,000	28	280,000
Oltard.....	5,000,000	50	53	5,300,000	28	2,800,000	10	1,050,000
Western.....	500,000	50	53	535,000	30	300,000	22	220,000
Manufacturers' & Mechanics'.....	401,300	50	55	441,430	35	280,910	20	160,520
Meyamensing.....	250,000	50	55	275,000	38	190,000	30	150,000
Sixteen Banks....	52,451,300	..	..	63,565,430	..	15,065,910	..	7,119,520

"In the states of Louisiana, Mississippi, and Alabama, three of the most fertile ones in the union, the aggregate amount of bank capital, according to the returns of 1839, was 84,112,504 dollars. There are no returns of the present condition of the banks in those states, published by the treasury department, as in preceding years, but, from such

statements as have been published, it would appear that the aggregate amount of bank capital in these three states is now something less than 23,000,000 dollars. This is its nominal value, but from the quality of the securities in which it is invested, the proprietors of the shares might not be able to realise more than half the sum stated were the concerns of these banks brought to a settlement. In the states of Illinois, Michigan, and Arkansas, and in the Florida territory, the banking results descend still nearer to the point of annihilation than in the instances just cited.

"A reference to the return of the aggregate bank capital of the country affords further evidence of the enormous extent of the losses from banking to which the shareholders have been subjected. At the close of 1839, the entire bank capital was 358,442,692 dollars. Since that period, and down to this time (November, 1843), considerable sums have been withdrawn by the closing up of concerns which had not lost all their capital. On the other hand, much larger additions have been made by the creation of a considerable number of new banks; to a greater extent in the state of New York than elsewhere, since, under what is termed the 'free banking system,' *every individual who has any property can become a money-coiner by pledging it to the state government, and, consequently, every individual is strongly tempted to become a creator of paper money for the chance of gaining a profit on the amount which can be kept in circulation.*

Free Banking System of New York.—"It is impossible that a system of banking like the one now in operation in New York, which holds out such strong inducements to over-issuing and over-lending, should not, sooner or later, be productive of injurious consequences to the community generally, and especially so to the trading portion of it. Under the free banking laws of that state, the comptroller is required to deliver bank-notes to any individuals for the purpose of being thrown into circulation to any extent which may be asked for upon a corresponding amount of state stocks or mortgages being deposited with him as security for redemption.

"In the enactment of this law, 'the only object,' says Mr. Gallatin, 'which seems to have attracted the attention of the legislature, is not the danger of suspension, but the ultimate redemption of the notes put in circulation.' That object has not, however, always, nor generally, been accomplished. In the numerous instances of failures of the free banks, the securities deposited for the redemption of their issues have been found insufficient for that purpose. This has been one source of loss to the bill-holders, while the long period usually required for the conversion of real estate and stocks into money is another source of injury, since most of the persons in whose hands the issues of failed banks usually remain are constrained, by their urgent wants, to sell them at a great loss to those who have the means of purchasing them on speculation.

"One of the reasons urged in favour of permitting every individual in a state to become an issuer of paper money was the superior safety of state stocks and mortgages, as a basis on which to found a paper circulation. In respect to state stocks, it may be observed, that the great mass which have been issued are considerably below par, and no inconsiderable portion have fallen fifty per cent below the par rate, and from thence to nearly the point of annihilation; while the solid ones are all in the hands of men who are not inclined to part with them on any terms to free bankers.

"A reliance on a steady and permanent value of real estate has proved to have been equally unsafe. Take, for instance, real property in the city of New York, which is the most wealthy one in the country, and has made the greatest advancement in business and population, and, consequently, it might reasonably be concluded, that real estate would there maintain its value if anywhere. A reference to the official returns of the assessed value of real estate in the city of New York, gives the following results:—

YEARS.	Dollars.
1833.....	114,129,561
1835.....	143,732,425
1836.....	233,742,303
1839.....	106,778,434
1842.....	170,469,042

"In 1836, the population was estimated at about 280,000,000; in 1840, it was, by

an enumeration, found to be 312,710,000; and, in 1842, it was estimated at 350,000,000. There had been erected, between the years 1836 and 1842, for the accommodation of this additional population, a suitable number of dwellings, warehouses, and public buildings, and, generally speaking, of a quality superior to any class of buildings which previously existed. There should, then, be added to the valuation of 1836, twenty-five per cent, that being the ratio of increase of population. According to that estimate, the return of real estate in New York city, in 1842, should have been 233,742,303 dollars, with twenty-five per cent superadded for an increase since 1836 making the amount in 1842, 292,177,879 dollars.

"The actual decline, then, in the value of real estate in New York, between 1836 and 1842 is 115,688,837 dollars, being the difference between what the returns actually were in 1842, and what they would have been, had the prices of 1836 been maintained. It may, perhaps, be imagined that the valuation in 1842 was unnaturally low in consequence of the depression in business and other causes of temporary duration. There might be some reason for such a conjecture, were not the contrary shown to be the case by a subsequent decline in prices of real estate, as will be seen by the returns of 1843, when they are laid before the public."*

"The number of banks, however, which have been governed by men who have had the firmness of principle to resist temptations laid open to them by the false position in which they are placed, as trustees of property of which they are likely to become the principal borrowers; the number of banks which, under the management of such men, have been conducted with a prudent and honest regard to the interests of the stockholders, are few in comparison with those which have been deeply injured or utterly ruined by the imprudence or misconduct of their managers. 'It is believed,' says Mr. Nathan Appleton, 'that in all cases of bank failures in Massachusetts, the failure of the principal stockholders and directors has accompanied, or preceded, the failure of the bank. The great point, therefore, to be guarded against is, the liability of banks to fall into few hands to be used for their private speculations.' This sound advice from one familiar with the art of banking, as well as the principles of banking, was given in 1831. It was, like many other wise suggestions from the same source, disregarded by the shareholders of banks.

"In some other parts of the country, entire capitals have been sunk in gambling operations of the directors of banks and their associates, who were interested with them; and the instances are not rare, where the assets of a bank proved to be insufficient to redeem its circulation; while in other cases, the depositors, bill-holders, and proprietors, were all stripped of their property. There were banks in this state (Massachusetts), and some of them under the management of individuals who clamoured loudly against all banks as '*aristo-*

* TABLE of Prices and Currency, to show the relative Circulation Prices, Loans, and Deposits prepared by Mr. Tilden.

YEARS.	Bank Circulation.	Flour per Barrel.	Wheat per Bushel.	Corn per Bushel.	Rye per Bushel.	Oats per Bushel.	Beef per Barrel.	Pork per Barrel.	Cotton per Pound.	Loans.	Deposits.
January 1,	dollars.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	cts.	dls. cts.	dls. cts.	cts.	dollars.	dollars.
1835.....	103,692,495	5 50	1 00	0 74	0 75	40	9 25	14 12	17	365,163,834	83,061,305
1836.....	140,301,038	7 60	1 45	0 90	1 13	62	9 75	18 25	16	457,506,080	115,104,440
1837.....	149,185,890	10 87	2 06	1 07	1 20	67	13 90	23 25	18	525,116,702	127,887,185
1838.....	116,128,910	8 75	1 95	0 84	1 15	52	14 12	21 50	11	485,631,637	84,691,184
1839.....	135,170,905	9 00	1 75	0 92	1 15	62	15 87	23 25	14	492,278,015	90,240,146
1840.....	106,968,572	6 00	1 18	0 75	0 67	36	12 25	14 25	10	462,896,523	75,696,687

"By subsequent contractions of the currency, and, for a short time, to a point below its natural level, prices of some of the above articles were reduced considerably lower than the lowest of the quotations. It is not contended by Mr. Tilden, that there were not other causes in operation to raise and to lower prices besides the variations in the bank loans and liabilities. There were great fluctuations in the supply of some of the commodities as compared with the demand, but not greater than in former years, when prices, instead of fluctuating up and down to the extent of fifty and 100 per cent, did not vary more than twenty or twenty-five per cent."

cratic monopolies, whose assets would not redeem their circulation and their deposits. In these instances, the losses fell with the greatest weight upon the most helpless and poorest members of society. And such has generally been the case with ruined banks, of whose impending fate the managers and their friends, and others who can obtain access to correct sources of information, have had such early warnings as to induce them to sell out their shares before they fell into discredit, and the buyers, as one might reasonably expect, have generally been among that class of the community to which we have referred.

"In truth, it cannot be too often repeated, that the losses upon banking fall mainly on the most helpless portion of the community, while the benefits, which may be supposed to arise from the use of bank capitals are chiefly shared among the most shrewd, enterprising, and intelligent classes of society.

"The shares in the United States Bank were, more than in most instances, held by persons of large capitals as permanent investments, and by others who dealt in them on speculation. Still, a very considerable portion of its capital, at the period of its ruin, belonged to the class of persons referred to. Accordingly, Mr. Dunlap, its president, in a memorial to the legislature of Pennsylvania, thus alludes to this portion of its stockholders. 'They are widows, orphan children, persons retired from business and active life, and not capitalists only; and all of them have been and are sufferers against their will, without their personal agency, and beyond the possibility of redress by themselves.'

"Before the final bankruptcy of this institution, a larger number of shares held by speculators and by wealthy individuals who had the means of judging of its condition and prospects, were sold out by their proprietors, and probably many of the buyers were persons of smaller means, and, consequently, the stockholders may, at the end of its career, have become more numerous than at any earlier period. From a statement published in 1840, it appears that there were—

2257 persons holding stock of the value of	dollars.	dollars.
1577 "	100 to	2,000
614 "	2,000 to	10,000
30 "	10,000 to	50,000
	50,000 and upwards.	

"From the comparatively few heavy shareholders, it may reasonably be inferred that the largest portion of the sufferers by the ruin of the United States Bank were persons in narrow, or in very moderate pecuniary circumstances. In the same document, we find the following statement:—

The number of shares held by females	29,876
" " " executors and guardians.....	4,256
" " " trustees.....	16,248
" " " benevolent institutions	1,758

"These unfortunate persons not only lost the par value of the shares, but it is probable that a considerable portion of the shares were purchased at an advance of ten to twenty-five per cent; and, in some instances, as high as forty to fifty per cent. Those prices were obtainable within a short period of the origin of the bank. As a further aggravation of the feelings of the sufferer, there can hardly be a doubt that a vast amount of shares were purchased at par and upwards after its capital had been invested in securities which, to a great extent, were of little or no value, and, consequently, the actual worth of the shares, when purchased, was not equal to half the sum paid for them; while a still larger amount was purchased somewhat under par, when the bank was in a ruinous condition. Such will generally be the case with ruined banks. The persons who manage them and others acquainted with the facts necessary to rest a judgment upon, will sell out their shares, and they will generally fall into the hands of the least intelligent and most helpless portion of the community, they being the most readily seduced into purchases of stocks at the declining prices usually attendant upon sales of shares in an unthrifty or a ruined corporation.

"An official statement, emanating from the banks in Pennsylvania other than the United States Bank, shows that a still greater proportion of their shares were held by

small proprietors, and by charitable institutions, by females, guardians, &c., than in the latter institution. The returns of shareholders in 1840 show:—

	persons holding stock of the value of	dollars. 100 "	up to 800	dollars. 800	up to 1700	dollars. 1700	up to 4000
6327							
2831	"	"	"	"	"	"	"
2461	"	"	"	"	"	"	"

"The balance of their shares were owned in sums of 4000 dollars and upwards, and those larger proprietors were probably, as in case of the United States Bank, mostly persons retired from the active pursuits of life, and who, consequently, to their own injury, and to the entire ruin of many of them, had confided their property to the management of agents who, as events have shown, were utterly unworthy of their confidence.

"The number of shares in these institutions held by

Females.....	39,860
Executors, guardians, and trustees.....	26,682
Officers of benevolent institutions.....	1,695

"It is probable that a great portion of the remaining shares were, as before stated, owned by aged and retired persons, or by others who had not the disposition or the skill to manage their property, and, therefore, were willing to place it in a situation where, in the best events, the income would be below the ordinary earnings of capital. But as compensation for a rate of interest restrained by an impolitic and unjust law below the market value of money, they expected *safety*, but they failed of finding it, nor, in the long run, as respects most of the banks, while banks adhere to the principles on which they are based and administered."

BOSTON BANK DIVIDENDS.

BANKS.	Capital.	OCTOBER, 1842.		APRIL, 1843.		APRIL, 1844.		OCTOBER, 1844.	
		Dividend.	Amount.	Dividend.	Amount.	Dividend.	Amount.	Dividend.	Amount.
	dollars.		dollars.		dollars.		dollars.		dollars.
Atlas.....	500,000	2½ per ct.	12,500	2½ per ct.	12,500	2½ per ct.	none.	3 per ct.	15,000
Atlantic.....	500,000	3 "	15,000	3 "	15,000	3½ "	12,500	2½ "	12,500
Boston.....	500,000	3½ "	15,000	3½ "	21,000	2½ "	21,000	2½ "	22,000
City.....	1,000,000	2 "	20,000	2 "	20,000	2 "	25,000	2½ "	25,000
Columbian.....	500,000	3 "	15,000	3 "	15,000	2½ "	10,000	2½ "	12,500
Kagle.....	500,000	none.	....	3 "	15,000	3½ "	12,500	3 "	15,000
Freeman's.....	150,000	3½ per ct.	5,250	3½ "	5,250	3 "	5,250	3½ "	5,250
Globe.....	1,000,000	3 "	30,000	3½ "	30,000	2 "	30,000	3 "	30,000
Granite.....	500,000	2½ "	12,500	3 "	15,000	2 "	10,000	3 "	15,000
Hamilton.....	500,000	3 "	15,000	3 "	15,000	2 "	10,000	2½ "	12,500
Massachusetts.....	800,000	7 dis. p.sh.	22,400	7 dis. p.sh.	22,400	3 "	10,000	2½ "	20,000
Market.....	500,000	3 per ct.	15,000	3 per ct.	16,800	3 "	16,800	3 "	16,800
Mechanics.....	150,000	2 "	3,000	2½ "	3,075	3 "	4,500	3 "	4,500
Merchants.....	2,000,000	3½ "	70,000	37 "	70,000	2½ "	60,000	3 "	60,000
New England.....	1,000,000	3 "	30,000	3 "	30,000	2 "	25,000	3 "	30,000
North.....	750,000	2 "	15,000	2 "	15,000	3 "	15,000	2½ "	18,750
Shoe and Leather Dealers.....	500,000	3½ "	17,500	3 "	15,500	2½ "	15,000	3 "	15,000
Shawmut.....	500,000	3 "	15,000	2½ "	10,250	2 "	12,500	2½ "	12,000
State.....	1,800,000	4 "	60,000	3 "	54,000	4 "	36,000	2½ "	45,000
Suffolk.....	1,000,000	4 "	40,000	4 "	40,000	2 "	40,000	4 "	40,000
Tremont.....	500,000	none.	....	2 "	10,000	2½ "	12,500	2½ "	12,500
Traders.....	400,000	none.	....	none.	....	....	8,000	3 "	12,000
Union.....	800,000	3½ per ct.	24,000	3 per ct.	24,000	2½ "	20,000	2½ "	20,000
Washington.....	500,000	2½ "	13,750	1½ "	7,500	1½ "	8,750	2 "	10,000
Total.....	17,010,000		471,150		481,475		426,300		480,000
Dividend, Apr. 1842.....	....	....	....	....	442,900	....	....	....	....
Increase.....	....	....	....	....	38,575	....	....	....	....

This gives six dividends on a capital of 17,000,000 dollars, as follows:

	dollars.		dollars.
April, 1842	442,900	October, 1843	417,000
October, 1842	471,150	April, 1844	426,300
April, 1843	481,475	October, 1844	480,000

This is the largest October dividend, and shows considerable improvement in the profits

of the banks during the past summer. Notwithstanding the low rate of money, as compared with 1843, there is an increase of fifteen per cent in the profits, which probably arose from an extension of credits in that proportion. Neither banks nor stocks, however, seem to command confidence, as a means of investment. The experience of past years has been such, as to prevent much disposition to put money in banking concerns.

"From the remarks of Mr. William C. Bryant we extract the following passages. They were written antecedent to the suspension of 1837, and are in correspondence with the views maintained by him at a still earlier period, and before there were any signs of a revulsion.* They indicate the opinions of one familiar with the true principles of currency and banking, as well as a knowledge of the practical results of our system of banking; and thus he was enabled to foresee and predict the ill consequences which must ultimately flow from a violation of those principles.

" 'One of the most curious circumstances,' says he, 'connected with the universal rage for speculation, is the exceeding gullibility of the people. No scheme seems to be too vast to stagger their credulity. The most impracticable plans are received as easy of accomplishment, and the most stupendous projects are entered upon with undoubting confidence, as if they were 'trifles light as air.' The thought obtrudes itself, apparently, into no man's mind, that there is a stopping-place, where all this rapid motion must cease; that the machine, urged to too great velocity, will at last fall to pieces. No one seems to anticipate that there must come a time when the towering fabric which speculation is building up, grown too huge for its foundation, will topple on the heads of its projectors, and bury them in its ruins. Every one acts as if there were no fear that the explosion would take place, while he is in danger. Each one stretches out his hand to grasp his share of the gambler's spoils, without any idea that, like fairy money, it may turn to worthless rubbish in his hands. A general infatuation has seized the minds of the community, and each one grows wilder in his lunacy from listening to the ravings of those around him.

" 'In the meanwhile, the speculators would, indeed, seem to have discovered the Midas art. Their touch turns every thing to gold. They are all getting rich. One buys the refusal of a farm for a vast deal more than it is intrinsically worth. He sells it to another for a large advance before the term of payment has arrived. The second sells it to a third, the third to a fourth; and, in this way, it probably passes through a dozen hands, before the first instalment of the original price is paid. Each successive purchaser fancies himself rich, and the one into whose possession the property falls last has magnificent plans in prospect, and thinks that he is the richest of all. But pay-day must come, and come ere long, we fear, to many an unprepared speculator, and rudely wake him from his dream of fancied wealth.

" 'The vast and sudden increase which the paper circulation of this country has undergone within the last eighteen months (from 103,692,495 dollars to 140,000,000 dollars), is the cause of the feverish thirst of riches which the community now exhibits; and whatever shall check that circulation, and turn it back upon the banks, will arrest the disease, but arrest it with a violence that to many will prove fatal, and give a fearful shock to all. Paper money is, to the people of this country, 'the insane root that takes the reason prisoner;' and they can be restored to sanity only by withholding such stimulating and dangerous aliment. As it now is, their appetite grows by what it feeds on. The demand for money increases with each succeeding day; and every new loan of bank credit but gives rise to new projects of speculation, each wilder and more chimerical than the last.

" 'The effect of this pervading spirit of speculation (or spirit of gambling of the most desperate character, as it might more properly be called), on the morals of the community, is dreadful. Its direct and manifest tendency is to blunt men's moral perceptions, and accustom them, by degrees, to acts and devices of traffic which an honest, unsophisticated mind would shrink from with horror, as frauds of the most flagitious dye. It creates a distaste for the ordinary pursuits of industry; it disinclines the mind from the gradual accumulation in some regular vocation, and kindles an intense desire, like that expressed in the prayer of Ortogruul of Basra, 'Let me suddenly grow rich!' To this gambling spirit of the day we may directly trace the most of those prodigious frauds, the discovery of which has recently startled the public mind. 'Startled the public mind,' did we say?

The phrase is wrong. The public were not startled. They heard the stories with the most stoical indifference; and if any exclamations were uttered, they conveyed rather a sentiment of commiseration for the criminals, than one of detestation for their stupendous crimes.

“But the day of the madness of speculation is drawing to a close. The time must come, nor can it be remote, when some financial or commercial revulsion will throw back the stream of paper circulation to its source, and many a goodly vessel, which had ventured too boldly on the current, will be left, by its reflux, stranded on its shores. Circumstances may yet defer the evil day for a while, but it cannot be far off. A failure of the cotton crop, or any one of the thousand contingencies to which trade is perpetually liable, will give a shock to the widely expanded currency of the country, which will be felt with ruinous force through every vein and artery of business. Woe unto them in that day who do not now take timely caution. Their cities, and towns, and villages, which they now are so fertile in planting, as if they thought men might be multiplied as rapidly as paper money, will remain untenanted and desolate memorials of their madness, and the voice of sorrow and mourning, instead of the din of our present unreal prosperity will be heard through the land.”

How very applicable are these remarks to the railway plague of 1845, in England. Mr. Lee, in alluding to paper securities, says:—

“Of the description of securities referred to, and for the most part created by one class of persons, for the purpose of getting possession, through banks or by some other contrivances, of the property of other persons, there must have been, at one period—say from 1834 to 1841—some thousands of millions of dollars in existence within the compass of those few years—the ultimate effect of which was to injure all the banks—to ruin a majority of them—and finally to transfer from the most industrious, prudent, economical, useful, and productive classes of the nation, a considerable portion of their estates, to the most imprudent, reckless, and unprincipled portion of it.

“Of the various classes of citizens who have suffered from this vicious system of banking and gambling—the cotton planters, probably, come in for the largest share of the losses—unless the manufacturers of cotton may be considered as having the unfortunate pre-eminence in that respect. First, in the enhanced prices paid for their raw material and for their labour—consequent upon a superfluous and fluctuating currency. Secondly, in the amount of bad debts on the sales of their manufactured goods. Thirdly, in the delusive appearances of prosperity occasioned by a redundant currency—causing artificially high prices for goods, and leading to the establishment of more manufacturing concerns than the real wants of the country required—and more than would have been established under the more natural and healthy operation of a sound and honest currency. The high profits gained by manufacturers, at periods when prices were unduly enhanced by the action of an expanding and expanded currency—together with an unnatural demand for goods beyond the *paying ability* of consumers—induced by the improvident and too extended trustings of the sellers of manufactures.

“The evils we have described are the natural, if not the inevitable, fruits of a vicious system of currency;—of a currency issued by 900 banks, created and regulated, if regulated at all, by thirty states and territories, managed by 9000 directors, who have the power, and who exercise it too, of expanding and contracting the circulating medium at any moment and to any extent, they may deem expedient, and, consequently, of causing great variations in the prices of commodities. The effect of their operations lead to dangerous speculations, and imprudent and dishonest transactions, and producing what are termed *good times*. The reaction, however, must come. Then come the fall of prices, stagnation, depression, discredit, despair, followed by commercial and monetary convulsions and revulsions; suspensions of individual payments, failures and repudiation; sometimes ending, as in 1814, and more recently in 1837, in the failure of all the banks;—*of those institutions which are allowed the privilege, or it is taken by them, of circulating 150,000,000 dollars of paper notes on a reserve of coin not usually exceeding 30,000,000 dollars or 40,000,000 dollars, with an engagement, on their part, to maintain the currency of the country in a stable and sound condition.*”

BANKS of New Orleans.

YEARS.	Loans.	Specie.	Circulation.	Deposits.	Rate of Specie.	Sight Checks on New York.
	dollars.	dollars.	dollars.	dollars.	per cent.	per cent.
1830, January	6,796,351	1,492,674	1,301,483	2,016,560		
1831, June	87,3-8,839	2,828,904	5,114,032	7,106,628		
1836, August	51,234,158	2,007,587	7,130,546	11,744,712		
1837, January	59,108,741	3,108,416	7,909,788	11,487,431		
" December	53,393,371	2,729,983	7,538,465	7,426,468		
1838, March	52,058,084	2,070,723	4,734,739	8,021,137		
" December	56,856,610	3,987,607	6,280,588	7,057,161		
1839, October	49,138,700	2,847,487	4,341,533	4,928,076	8	2
" December	40,861,143	2,304,725	5,526,785	6,118,651	3	2½
1840, January	52,027,687	2,525,969	5,804,130	6,048,218	4	3
" June	48,654,884	3,533,496	6,827,226	6,670,665	6½	6½
" December	48,646,799	3,160,243	6,443,785	7,020,203	10	1½
1841, January	40,226,189	3,220,973	7,369,352	7,271,285	12	1½
" June	48,462,800	3,406,004	8,254,171	7,859,929	5	5½
" December	45,157,791	2,338,524	5,870,375	4,912,252	4½	3½
1842, March	33,301,028	2,290,231	4,033,162	4,819,791	7	4
" June	35,443,442	1,084,148	1,449,950	2,130,204	par	1
" September	33,247,740	1,208,459	1,733,114	2,619,364	"	½

The capital of all the banks in New Orleans was, in 1830, 4,665,980 dollars. This was increased to 39,943,832 dollars in December, 1837, a period of seven years. This capital was held or procured as follows :

	dollars.
Procured in Europe, mostly on the credit of the state	20,725,080
" other United States	6,945,710
" or held in Louisiana	12,273,012
Total capital paid up	39,943,832

"This capital was subsequently increased to 41,711,214 dollars. The increase of banking facilities at this rapid rate was evidently in advance of the real business of the city, which in the same period had increased fifty per cent only. The bank credits constantly accumulating, sought other than legitimate channels for their employment, at the same time that they greatly facilitated speculators in obtaining the means of operating in cotton—the principal article of export from New Orleans. The market for that article became altogether speculative under the influence thus exercised ; and, by a singular inversion of things, the rate at the same period throughout a season would always be higher in New Orleans, the point of purchase, than in Liverpool, the principal market of consumption. If, through over-production, or an untoward state of affairs abroad, the market was checked, a long chain of reclamations and discredit followed, which made its evil influence felt throughout the union, particularly in New York, where the sterling bills were mostly negotiated. The failures of those banks were very disastrous. The two outer columns of the rate of specie and sight checks on New York, indicate the depreciation of the currency through all the period of suspension which took place in October, 1839. Under the present law, the banks are required to retain in their vaults one dollar for every three dollars of their bills in circulation, with the exception of the real estate banks, which are allowed ninety days. We have here then an outline of the remarkable manner in which capital has been drawn into banking at New Orleans, and been sunk by the inherent vices of the system. In all sections of the country the same general features have and do exist. All that capital which, during the undue excitement of the years subsequent to 1832, was drawn into banking by the operation of speculation in raising prices and creating an extraordinary demand for money, has, in the general fall of property, ceased to exist, leaving, however, active, as much capital as is necessary for the transaction of business. The quantity of money required for the interchange of commodities may be illustrated by the comparative value of the crops of cotton and flour, which are the most valuable, for the years 1837 and 1838, according to the average market value for each year. The average crop of cotton for the last seven years, has been 515,280,000 pounds, and of flour 20,000,000 barrels."—*Hunt's Commercial Chronicle*.

OHIO Banks, September, 1842.

BANKS.	Loans.	Specie.	Circulation.	Deposits.	Charter Expires.
Bank of Zanesville.....	122,400	5,300	11,622	8,610	Jan. 1843.
" Muskingum.....	118,888	2,784	7,771	17,153	do.
Ohio Life and Trust.....	147,800	61,427	295,805	194,180	do.
Franklin Bank, Cincinnati.....	947,371	122,211	20,890	240,851	do.
Columbian Bank, North Lisbon.....	90,007	16,750	19,139	17,882	do.
Dayton Bank.....	50,914	13,099	19,127	1,411	do.
Bank of Mount Pleasant.....	53,575	4,337	8,966	15,051	do.
Western Reserve Bank.....	170,544	30,332	20,154	12,240	do.
Commercial Bank of Scioto.....	341,292	21,951	114,908	20,445	do.
Farmers' and Mechanics' Bank of Steubenville.....	178,897	63,447	15,735	53,812	do.
Franklin Bank, Columbus.....	152,102	68,822	110,617	57,081	do.
Bank of Geauga.....	139,165	9,997	17,710	18,774	1844.
Total.....	2,512,915	401,487	665,025	307,136	
Bank of Sandusky.....	174,401	49,017	165,760	32,926	May 1850.
" Wooster.....	406,522	62,052	279,375	45,249	June do.
Lafayette Bank of Cincinnati.....	875,073	53,424	39,930	39,242	Jan. 1854.
Bank of Massillon.....	247,394	35,117	170,786	27,301	June 1855.
Clinton Bank, Columbus.....	438,866	58,865	210,165	43,947	Jan. 1854.
Bank of Xenia.....	133,579	20,434	62,310	42,262	May 1850.
" Circleville.....	313,304	42,215	163,027	37,394	do. 1855.
" Norwalk.....	189,120	44,971	23,655	90,489	Jan. 1850.
Total.....	2,778,258	375,095	1,108,904	308,900	
To expire.....	2,512,915	401,487	665,025	307,136	
Grand Total.....	5,291,173	776,582	1,774,533	736,036	

According to this return, the banking of Ohio, in 1843, as compared with the highest point of inflation, January, 1836, will present the following results:

D A T E.	Banks.	Loans.	Specie.	Circulation.	Deposits.
1836.....	number. 31	dollars. 17,079,714	dollars. 2,924,906	dollars. 9,675,644	dollars. 6,125,914
1843.....	8	2,778,258	375,095	1,108,908	368,900
Decrease.....	....	14,301,456	2,439,811	8,566,736	5,757,014

NUMBER of Banks, and their aggregate Capital, in each State, at three Periods.

BANKS.	1830		1839		1843	
	Number of Banks.	Capital.	Number of Banks.	Capital.	Number of Banks.	Capital.
		dollars.		dollars.		dollars.
Maine.....	18	2,050,000	48	4,671,580	37	2,925,000
New Hampshire.....	18	1,791,670	28	2,939,508	27	2,847,508
Vermont.....	10	432,623	19*	1,325,830	7	597,810
Massachusetts.....	66	20,420,000	118	34,465,000	108	22,631,000
Rhode Island.....	47	6,118,397	62	9,368,989	62	9,828,558
Connecticut.....	31	4,485,177	31	5,805,204	31	5,880,593
New York.....	37	20,083,353	159	62,028,781	181	43,019,577
New Jersey.....	16	2,017,009	20	3,822,607	25	3,470,000
Pennsylvania*.....	33	14,610,333	48	24,286,405	35	18,794,330
United States.....	1	35,000,000	1	35,000,000		
Delaware.....	5	830,000	3	881,518	3	881,518
Maryland*.....	13	6,250,495	21	10,520,494	11	6,850,000
District of Columbia.....	9	3,875,794	0	1,768,074	6	1,745,155
Virginia.....	4	5,671,100	6	11,394,060	6	10,130,000

* Seven.

COMPARATIVE view of the Condition of all Banks in the United States, near the Commencement of each Year, from 1834 to 1840, inclusive.

The whole number of banks in the country at the present time, is 901, including 179 branches. In the column for 1840, of the annexed table, sixty-one banks and forty branches are estimated, for lack of fresh returns. In 1834, 5, 6, and 7, more or less banks or branches were estimated for the same reason. For 1838 and 1839, the returns appear to be complete. The estimated banks for 1840 are about one-ninth of the whole number, and comprise about one-tenth of the banking capital. The variation from fact cannot be material; as the estimates are based upon the returns of the previous year.

BANKS.	1834	1835	1836	1837	1838	1839	1840
Whole number of Banks and Branches in operation.....	506	704	713	788	829	840	901
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Capital paid in.....	200,005,944	281,230,337	251,875,292	200,772,091	317,620,778	327,132,512	358,448,092
Loans and discounts.....	324,119,459	365,103,834	457,506,080	525,115,702	485,631,087	492,278,015	462,896,523
Stocks.....	6,113,186	9,210,575	11,709,819	12,407,112	33,008,604	36,128,464	42,411,750
Real estates.....	10,850,090	11,140,167	14,194,375	19,064,481	10,075,731	16,607,832	20,161,519
Other investments.....	1,723,547	4,642,224	9,075,226	10,423,030	24,184,117	28,352,248	24,592,580
Due from other banks.....	27,329,845	40,084,038	51,870,955	59,063,910	58,195,153	52,898,357	41,140,184
Notes of other banks on hand.....	22,154,919	21,086,301	32,115,138	36,533,527	24,064,257	27,379,966	20,797,892
Specie funds.....	26,641,753	3,061,819	4,800,076	5,366,500	904,006	3,612,567	3,623,874
Specie.....	43,937,625	40,010,594	40,010,594	37,915,340	35,194,112	45,132,673	23,105,155
Circulation.....	94,830,570	103,692,495	140,301,038	140,188,990	116,138,910	135,170,955	100,968,572
Deposits.....	75,606,086	83,084,305	115,104,430	127,307,185	84,691,184	90,240,146	73,896,656
Due other banks.....	26,602,293	38,072,378	50,402,369	62,421,114	61,015,692	53,135,508	44,159,015
Other liabilities.....	816,074,441	974,643,887	1,205,879,136	1,372,826,745	1,321,535,910	1,371,008,531	1,286,292,796
Aggregate of bank accounts proposed to yield income.....	342,806,331	306,156,804	493,385,000	567,010,895	561,700,319	573,306,559	559,082,772
Excess of such ditto beyond amount of capital paid in.....	142,800,387	158,906,167	241,400,708	276,238,804	243,108,261	246,234,047	200,640,060
Aggregate of deposits and circulation.....	170,501,556	186,773,860	255,405,478	276,583,075	200,830,094	225,411,141	182,665,429
Ditto of deposits, circulation, and sums due by other banks.....	197,108,849	225,746,438	305,807,817	339,004,193	261,845,686	278,540,649	226,825,044
Do. of specie, specie funds, notes of other banks, and sums due by other banks.....	76,126,317	108,169,783	128,811,703	139,479,277	119,747,428	129,016,563	98,667,105
Excess of immediate liabilities over immediate means.....	190,082,532	117,576,655	176,996,081	190,524,916	142,508,258	140,530,086	128,157,939
Total of means of all kinds.....	418,032,648	498,326,587	622,196,763	706,490,172	704,358,577	702,383,122	637,749,877
Total liabilities, exclusive of those to stockholders.....	197,108,849	245,066,913	331,807,081	375,504,182	321,823,365	341,492,897	270,100,227
Ditto of the banks to one another.....	76,086,857	100,142,917	134,394,402	158,018,555	144,175,002	133,408,831	106,097,691
Ditto to all, except other banks and stockholders.....	121,121,992	144,923,996	281,404,712	313,143,304	260,825,773	288,357,389	270,100,220
Net circulation.....	72,684,051	82,606,194	108,185,900	112,652,363	91,174,653	107,798,029	86,170,687

RETURN of Banks nearest to January.

BANKS.	January, 1841.			January, 1844.		
	Circulation.	Deposits.	Specie.	Circulation.	Deposits.	Specie.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Georgia.....	5,518,822	1,986,413	1,300,694	3,672,470	1,416,198	1,545,106
New Orleans.....	6,443,785	3,094,730	3,162,243	1,416,934	5,564,685	7,871,334
South Carolina.....	3,008,514	1,712,745	1,608,537	1,902,064	1,072,539	709,803
Ohio.....	3,584,341	1,934,082	1,032,767	2,234,420	602,377	778,348
Indiana.....	2,405,568	472,748	1,076,551	2,115,225	200,248	909,306
Illinois.....	3,105,415	109,545	529,640	none.		
Virginia.....	6,552,485	2,754,630	2,318,791	4,875,239	2,474,862	2,160,359
Maine.....	1,754,390	733,834	260,792	1,606,663	7,927,498	223,799
New York.....	15,235,056	17,053,279	5,429,622	16,335,401	29,026,415	10,046,542
Massachusetts.....	9,112,682	7,257,410	2,991,804	9,219,267	10,213,887	7,398,815
Connecticut.....	2,724,721	8,873,927	454,298	3,629,569	8,292,238	455,480
Pennsylvania.....	7,080,120	5,340,200	2,100,000	6,022,268	9,794,871	6,889,520
New Jersey.....	2,099,009	1,074,843	436,049	1,578,635	1,190,880	616,710
Maryland.....	2,629,843	3,130,979	1,550,026	1,647,539	3,652,973	3,329,265
District of Columbia.....	121,975	653,386	245,629	857,239	963,223	1,063,359
Bank of Mobile.....	36,073	961,569	303,048	124,031	554,911	613,729
Bank of Missouri.....	347,530	332,009	509,527	1,078,090	1,220,589	1,505,257
Bank of Kentucky.....	1,918,461	394,564	481,530	1,796,300	675,137	893,998
Total.....	74,332,050	57,081,393	25,826,547	44,806,414	84,303,631	46,510,650
				74,332,050	27,081,393	25,826,547
Increase.....					31,222,238	21,084,103
Decrease.....				29,526,636		

We have under the head of New York given statistics of the bank of that state down to the end of the year 1843. The following statements and tables include all the statistical information which we have been enabled to obtain, down to the close of the year 1845.

"The state of the currency throughout the union, as a great whole, has been in a most unusually contracted state. Of the banks in eighteen states, reported nearest to January, 1844, the results were as follows :—

Circulation.....	dollars.	Nett circulation.....	dollars.
Capital.....	50,328,587	Specie.....	39,491,363
Notes on hand.....	148,096,486	Loans.....	43,869,676
	10,737,224		193,936,761

"Of the amount of notes on hand, a portion were checks and cash items. The nett circulation was about 41,000,000 dollars, or near 3,000,000 dollars less than the specie on hand—a most extraordinary position of affairs, and eminently indicative of the blight which in the past few years, has overtaken paper credits."—*Hunt's Commercial Review*.

BANKS of New York.

DESCRIPTION.	November, 1844.	August, 1844.	November, 1844.	February, 1845.	May, 1845.
	dollars.	dollars.	dollars.	dollars.	dollars.
Loans.....	61,614,129	71,643,929	73,091,748	70,883,578	74,046,060
Specie.....	11,502,789	10,191,974	8,968,092	6,893,236	8,118,324
Circulation.....	17,213,101	18,091,364	20,152,219	18,513,403	18,581,543
Deposits.....	27,398,160	28,757,112	30,391,622	25,976,946	28,425,967

"From May to August is usually the season when travellers and traders coming to New York for pleasure, or to buy goods, or pay old debts, bring with them large amounts of money. It is also the season when the supply of foreign bills being the least, an export of coin springs up to supply the deficit. This year, however, notwithstanding the payment of 2,500,000 dollars New York state stock, due July 1st, and the resumption of the Pennsylvania dividends, the remittances are much less than last year. This arises from diminished imports, and from a better price obtained abroad for cotton sold, as well as for increasing quantities of general farm produce sold in England, under the modified tariff of that country."—*Hunt's Commercial Chronicle*.

Rates of sterling bills on London, and of sight checks on New York, with the receipts of specie, and specie in the banks of New Orleans during the following periods of 1844 and 1845:—

D A T E S.	Sterling.	New York Checks.	Received Specie.	Specie in Bank.
1844	per cent.	per cent.	dollars.	dollars.
June 1.....	7½ to 8½	— to 2 pr.	7,337,565	9,243,262
July 1.....	8 " 8½	— " 2 pr.	7,670,703	8,224,692
August 1.....	8½ " 9½	— " 2 pr.	7,677,213	
September 1.....	10 " 10	— " 2 pr.	7,727,323	
October 1.....	10 " 9	— " 2 pr.	49,601	7,937,646
November 1.....	8 " 9	— " 2 dis.	802,405	8,562,981
December 1.....	8½ " 9½	— " 2 dis.	306,105	8,699,663
1845				
January 1.....	8 " 9	— " — dis.	680,723	7,619,060
February.....	8½ " 9	— " — dis.	906,141	7,174,766
March.....	8½ " 9	— " — dis.	1,819,136	7,234,402
May.....	8½ " 8½	— " — dis.	2,040,598	7,136,609
June 4.....	8½ " 8½	— " — pr.	2,148,918	6,861,108

"From June, 1843, to June, 1844, the rate for sterling evinced violent fluctuations, as well as the rate for New York checks. The demand at New Orleans for eastern funds usually raises the rate to a premium as early as May 1st; at which period, in 1844, they were at 1 per cent premium. This year, on the 1st of June, they had only

attained $\frac{1}{2}$ per cent premium. The receipts of specie at New Orleans are also much less, resulting in a decline of the amount held by the banks of that city. The course of trade between the western country and New York usually turns upon New Orleans. The west buys its goods and merchandise of the northern and eastern Atlantic cities, and sells its produce to a great extent in New Orleans. The demand for northern funds, at New Orleans, is therefore proportioned to the extent of purchases, as compared with sales. When the purchases exceed the sales, specie usually leaves the banks of the states in the valley of the Mississippi, and descends the river to New Orleans, for investment in bills. This demand for bills has, in 1845, been less than during the two previous years; and, as a consequence, the specie of the New Orleans banks has decreased, and spread through the western states in general circulation, improving the state of currency, and promoting the soundness of the western trade. The west has been a good deal in want of a circulating medium; and that circumstance has opened the door to the circulation of considerable quantities of irregular paper. Of this description were the issues of some of the Michigan banks, particularly the bankrupt St. Clair bank. In Chicago, Illinois, there is a large circulation of what purports to be checks or certificates of deposit upon Wisconsin insurance companies. In Ohio, the want of a sufficient supply of currency led to the enactment of the law of the last session of the legislature of that state. A sufficient number of banks, under the state bank feature, have been organised, to constitute the state bank; and the governor has issued his proclamation to the effect that some concerns, having complied with the free banking portion of the law, are authorised to commence business as independent banks. The probability is, that new banks will multiply under the loose provisions for the state bank, until a disastrous reverse overtakes the whole. That branch of the law offers greater inducements to irregular banking than does the other branch of the same law. This latter is a copy of the New York free banking law; in relation to which, a most startling decision has been made in the Supreme Court of New York, by Judge Bronson, to the effect that the law authorising them is unconstitutional, and that the institutions organised under it have no legal existence. The conclusion of the decision of the learned judge is as follows:—

“We are then brought to the following results, all founded—not upon mere *dicta*—but upon the express adjudication of the Court for the Correction of Errors:—1. It is the business and duty of the court to examine and decide whether any law falling within the two-thirds clause of the constitution received the requisite number of votes to give it validity. If it did not, the supposed law is utterly void. 2. Associations formed under the general banking law are corporations;—and 3. The constitution extends to all corporations. The conclusion is obvious. Having examined and ascertained that the general banking law did not have the assent of two-thirds of the members of either house, it follows that, so far as it authorised the forming corporations or associations, it is utterly void; and the banking companies which have been organised under it have no legal existence.”

“This decision, should it be sustained, involves the most important consequences; in order to estimate which, we annex the following table :

BANKS of New York, distinguishing the Free Banks, 1844-5.

DESCRIPTION.	83 Corporate Banks.	65 Free Banks.	Total, 148	DESCRIPTION.	83 Corporate Banks.	65 Free Banks.	Total, 148.
	dollars.	dollars.	dollars.		dollars.	dollars.	dollars.
Loans.....	57,285,160	16,620,740	73,905,900	Capital.....	31,391,460	12,227,147	43,618,607
Real estate.....	3,517,714	440,189	3,957,903	Profits.....	3,379,803	1,033,437	4,413,240
Bonds.....	1,288,203	2,134,421	4,419,623	Circulation.....	15,114,696	5,033,333	20,152,219
Stocks.....	4,170,535	6,002,743	10,173,278	Due states.....	595,435	91,848	687,273
Bank fund.....	321,100	—	321,100	Due canal fund.....	1,214,790	319,763	1,524,553
Expenses and over-drafts.....	548,709	191,200	739,909	Depositors.....	21,979,071	8,412,551	30,391,622
Specie.....	6,978,035	1,190,037	8,168,072	Individuals.....	463,448	339,470	802,918
Cash items.....	4,511,316	1,536,212	6,047,528	Banks.....	11,210,740	3,220,343	14,431,103
Bank-notes.....	1,971,208	833,499	2,804,707	United States.....	2,011,757	774,804	2,786,561
Due banks.....	7,173,523	1,693,990	8,867,513	Other items.....	401,624	187,925	589,469
Total resources.....	87,762,928	31,643,421	119,407,348	Total liabilities.....	87,762,924	31,644,421	119,407,345

"The interest involved in these existing banks, is, it appears, near 32,000,000 dollars, or rather more than twenty-five per cent of the whole banking interest of the state, in addition to which, there are some 12,000,000 dollars involved in free banks in liquidation in the hands of trustees, &c. This is the second serious difficulty which has grown out of the loose, not to say careless, manner in which the state constitution is trifled with, in the formation of laws, affecting in their operation the best interests of the people of the state. The state constitution provides a vote of two-thirds of all the members elected to each branch of the legislature shall be required to any bill creating, continuing, or altering, or renewing any body, politic or corporate, or for the appropriation of public money to a local or private purpose. Notwithstanding these provisions, some 5,500,000 dollars were given to railroads on a majority vote, and a bill under which sixty-five banks have been organised with reference to some paper, as money, passed by a similar vote. And these great interests are now declared null and void for the want of proper adherence to the organic law of the state."

STATISTICS OF THE SAVINGS' BANK OF NEW YORK.

"According to an official copy of the Twenty-fifth Annual Report of the Trustees of the Bank of Savings, in the city of New York, for 1843, laid before the legislature March 8, 1844, it appears that the trustees have received from 18,479 depositors, from 1st of January to 31st of December, 1843, the sum of 1,157,682 dollars 50 cents. The nature of drafts paid was 148,814 dollars, and the amount paid out was 950,286 dollars.

"The following table exhibits the number of persons from whom deposits were received, and the amount deposited; the number of drafts drawn at the institution, and the amount paid out, in each month of the year, commencing in January, and ending in December, 1843:

"The following table presents a general view of the institution, from the commencement of its charter, in July, 1819, to January, 1844:—

RECEIPTS.

					dollars	cts.
July, 1819, to July, 1824,	5 years, from	29,437 depositors	.....		1,880,356	45
" 1824, to Jan. 1830,	5½ "	60,820 "	.....		3,451,915	52
Jan. 1830, " 1835,	5 "	82,535 "	.....		4,644,804	70
" 1835, " 1840,	5 "	92,382 "	.....		5,951,545	80
	20½ "	265,174 "	.....		15,928,622	47
1840, " 1841,	1 "	10,469 "	.....		1,095,388	27
1841, " 1842,	1 "	18,928 "	.....		1,222,919	60
1842, " 1843,	1 "	15,352 "	.....		978,223	15
1843, " 1844,	1 "	18,479 "	.....		1,157,682	50
	2—		.....		
	4½ "	334,402 "	.....		20,382,836	19
Deduct amount paid to 246,910 drafts.....					18,786,480	87
					1,596,348	32
Add interest, up to and including January dividend, 1844.....					2,264,566	53
Total due to depositors January 1st, 1844.....					3,860,914	85

"The foreign, as well as the domestic exchanges, have during the past year, 1844-5, evinced a remarkable steadiness; causing them to assimilate, in a very great degree, to the state of the exchanges between the nations of Europe. As an evidence of this great regularity in price, we may take a table of the prices of bills on England at New Orleans, checks on New York, and the rate of sterling at New York, at corresponding periods throughout the year;—also, the quantity of cotton and tobacco exported from New Orleans, from the 1st of September, when the cotton year commences, to the close of each month, as follows:—

COMPARATIVE Rates of Sterling, at New York and New Orleans.

DATE.		COTTON.	TOBACCO.	NEW ORLEANS.		Sterling at New York.
		bales.	hogsheads.	sterling.	Checks on New York.	
Sept. 1, to September 1, to	1844					
	May 1.....	601,211	27,633	8 to 8½ pr.	£ to 1 pr.	8½ to 9 pr.
	June 1.....	746,624	38,674	7½ " 8½	" " "	8½ " 9½
	July 1.....	844,094	36,941	8 " 8½	" " "	9½ " 10
	August 1.....	861,030	63,255	8½ " 9½	" " "	9½ " 10
	September 1.....	895,375	81,249	8½ " 10	" " "	9½ " 10
	October 1.....	21,571	2,036	8 " 9	" " "	10½ " 10
	November 1.....	74,750	4,294	8 " 9	" " dis.	10½ " 10
	December 1.....	99,009	4,991	8½ " 9½	" " "	9½ " 10
	1845					
	January 1.....	278,440	8,290	8 " 9	" " "	10 " 10½
	February.....	427,495	11,281	8½ " 9	" " "	9½ " 10
	March.....	533,635	13,423	8½ " 9	" " "	9½ " 10
	May.....	775,474	27,526	8½ " 9½	" " "	9½ " 10
	June 1.....	899,765	34,861	8½ " 9½	" " pr.	9½ " 10
	July 1.....	950,113	44,168	9 " 9½	" " "	9½ " 10

" Cotton and tobacco form the basis of two-thirds of the foreign bills with which the markets are supplied. Therefore, that the quantity of these bills offering must be the greatest at those seasons when the cotton goes forward most freely—that is to say, in the month of December, when 200,000 bales of cotton, worth 6,000,000 dollars, went forward, the supply of bills must have been very much greater than in the month of June, when 50,000 bales, worth 1,500,000 dollars only, went forward. Most of these bills are sent to New York for negotiation; and, by that means, become the basis on which the domestic exchanges turn, to a very considerable extent. In the winter months, therefore, when the largest supply of foreign bills on southern account is selling in New York, the greatest supply of drafts on New York is created, and the rate falls to a discount in the southern cities. In the spring months, when southern dealers are coming north, and payments mature for goods purchased north and east, on southern and western account, a demand springs up for northern funds, which raises the rate to a premium, as observed in the table. It is very remarkable that, notwithstanding the great irregularity in the supply of bills, the price has maintained a uniformity which, perhaps, the exchanges of this country never before exhibited, for so great a length of time. Two important influences have gradually come into operation, to effect this result. *One is the long continued abundance of money in England, and its comparative cheapness, compared with the rates obtainable for its use on this side of the Atlantic, and the facility of its transfer, by means of steam navigation;* and also the increase of exchange operations with the continent, by means of which, arbitrations can be made to better advantage, in some cases, indirectly, than directly—thus affording a check upon too exorbitant a demand upon any one point; as, for instance, knowing the price of continental bills in London, which are sold for cash. It is easily ascertainable which will be the best remittance to London, a sterling bill, or a bill on any of the continental cities—say Hamburg. The price of Hamburg bills in London being mks. 13.9½ shillings per £1, then the difference will be as follows:—

15,000 marks banco sold in London, at mks. 13.9½ sh.....	£	s.	d.
Less brokerage, 1-10 per cent.....	1103	8	11
		1	2
Proceeds in London.....	1102	6	10
Remitted in sterling.....	£1111	12	1
Less interest, 60 days.....		9	5
		3	
	1102	6	10
£1111 12s. 1d. at 4.79, or 107.77, cost in New York ...	dls.	5324	58
15,000 marks banco cost, at 35½.....		5325	00

" Thus a premium equal to 7.77 per cent on sterling, is equal to 35½ for marks banco. An advance of sterling to 8 per cent would, therefore, make the marks (remaining the same) the best remittance to London; and, as the exports of produce to the continent are largely on the increase, the material for these arbitrations is greatly increasing. It is also the case, that the leading London houses are largely connected on this side of the water; and the fluctuations in the exchanges afford far too profitable a means of employ-

ing money, to allow them to take place to such extent as formerly. *The true par of exchange between New York and London, is about 9½ nominal premium.* It requires however, an advance to near 10½, before gold can be shipped to advantage. When, therefore, bills are scarce, and command ten per cent, at a time when money is worth two per cent in London, and six per cent in New York, it is evident that considerable profit is realised by selling at ten per cent; employing the money here to better advantage than it can be employed in Europe, and replacing the bills when the crops come forward, at a difference, perhaps, of one per cent. These are powerful influences in preserving a steadiness of exchange, and are the reverse of that system formerly practised by banks at the south. Those concerns bought bills when they were cheap, and held them without interest, to sell when they advanced. Hence, unless they got a price equal to the accumulated interest, with a profit added, they lost money. Under such a system, the fluctuations in bills, and the margin between the north and south, were necessarily greater than when individual capital is applied, as now, to their regulation.

"The fiscal year, for the federal government, closed on the 30th of June, 1845, and the revenues are about 5,000,000 dollars less than the estimates. This has arisen from the diminished imports; and these, in their turn, have resulted from the fact that the imports of last year were in excess of the country, at a time when the low prices of produce necessarily compelled an economy in purchases of consumable goods, beyond that which is usually observed when the profits of planting and farming, arising out of high moneyed prices for produce, are large. Among the population of the United States, perhaps, to a degree greater than in any other country, the enterprise of the people keeps pace with their means; and the general trade of the country fluctuates, in a rapid and marked manner, with the temporary prosperity of the leading interests.

"The bulk of the people of the United States derive their means from the sale of tobacco, cotton, rice, and farm produce; all of which depend for their price upon the state of the foreign markets, where the largest proportion of the surplus is consumed. The tariff of 1842 was looked upon, by very many of the friends of protection, as too ultra in its nature to be permanent; and, as such, did not meet their entire approbation.

"In a popular government like our own, there is always a diversity of interests, and a variety of views in relation to the utility of leading measures. In most cases, there are real benefits derivable from legislation on commercial subjects, by one class of citizens, to the positive injury of some other class or classes. There is, perhaps, no subject of legislation, in which stability is of greater importance, than that of the tariff. In constructing a tariff, therefore, which shall serve the interests of all classes, and of the country at large, permanency is the quality which is most to be desired. It matters far less, in the long run, how high or how low may be the average per cent payable on imported goods, provided that rate is enduring. All classes, in the conviction that it is not subject to change, will accommodate themselves to its practical operation, and the business of the country progress steadily.

"On the other hand, a state of uncertainty paralyses the enterprise of citizens, stagnates capital, and imparts a sluggish movement to trade, which is not slow to evince itself in decreased employment, and reduced wages to the working many. Hence it is, that the benefits expected from any commercial measure, of a radical character, rarely, if ever, flow from it. No matter what may be the advantages offered to the employment of capital, in any particular branch of industry, if the constant fear hangs over the capitalist that those advantages may be, after he has embarked his capital, suddenly withdrawn, before he can reap the expected profits, or even be remunerated for his outlay. In such a state of uncertainty, he chooses rather to employ his funds temporarily, even at a less profit, until the future holds out more of stability. This is more particularly true in relation to those benefits which flow incidentally from legislative action, than in those which take the form of a special charter, as in the case of the Ohio bank law. Notwithstanding that law was strictly a party measure, and a strong opposing party threatened repeal as soon as it became a law, yet numerous banks have been started under it; because those banks, thus started, will have a legal existence up to the period

designated by the law under which they were authorised, notwithstanding that the repeal of that law may take place, and prevent any new institutions from being formed.

"The stagnation of trade, to which we have alluded, as incident upon a renewed discussion of the tariff question, at the next session of Congress, will doubtless have a marked influence upon the business of the coming fall. There seems to be an attempt making to continue the employment of banks in some sort, as is now the case under the act of June 17, 1844; under which the banks give a required security, and from them the United States deposits cannot be removed without sufficient cause assigned by the secretary, or on their failing to comply with the requisitions in relation to security.

"It has been the experience of the English government and people (and, in matters of finance theirs are operations of a magnitude sufficient to form a guide for the commercial world), that the mere power of expansion in banking institutions, even when the ultimate payment of every individual bill is in nowise jeopardised, has an influence deleterious to commercial and national interests; and, acting upon that experience, the government has positively restricted the banks of the whole kingdom from exceeding a certain amount of paper issues. It is not that there is danger that the Bank of England will fail, and not be able to pay its notes, that government has positively restricted its credit issues to a point as low as 14,000,000*l.*, or 6,000,000*l.* below its usual actual issues; and has prohibited, hereafter, the creation, throughout the United Kingdom, of any bank of issue whatever. It is because the object to be obtained is a steadiness of the currency, and a uniformity of its action as nearly as can be ascertained, in all the channels of business. The power of increasing or diminishing the volume of the currency at will, is the power of altering the value of all property and of all prices, as well as of raising prices in one branch of trade, and of lowering them in another, by withdrawing funds from one quarter, and putting them out in another. This involves an aggregate loss to the community of far greater magnitude than that incurred by the occasional failure of an isolated bank, in the payment of its notes. Hence, although the Bank of England continues to be the recipient of the deposits of the government, as those deposits are payable promptly out again, for government uses, a small portion of them, only, can be re-loaned by the bank. It has no power of multiplying them by the issues of its own notes, in a proportion greater than the sum of the deposits it holds. In the United States, if the banks were banks of discount and deposit, only, the use of them by the government, as depositories, would not involve any serious changes in the channels of employment, for any considerable sums of money. As the case stands, however, the receipt of the public money gives to the government bank the means by which it extracts specie from the debtor institutions. It then has it in its power to multiply that specie by three, in its loan transactions. Thus, extensive curtailments take place within the circle of the debtor banks, and an equally large expansion around the government depository. The effect of this is to disturb the channels in which the capital of the country is usually employed; and by so doing, to produce great evils. In general estimation, the effect of making the public dues payable in specie, only, is to produce a decline in general prices. This is, no doubt, the legitimate effect of such a measure, if put in operation at a time when a level of prices exists, and which has resulted from a superabundance of credits, based upon the specie called into action by the government demands. Such cannot, however, be the effect when prices are low, and are uninfluenced by the presence of any considerable portion of outstanding credits.

"In England, and on the continent, the consumption of raw produce of all kinds, is vastly in excess of what has been the case for a series of years; and although the crops are so prolific as to afford unusual supplies, there are indications of advancing prices, consequent upon increased consumption. This latter circumstance is that which the present policy of the British government is avowedly designed to encourage; and a recent announcement of the premier was to the effect that it had succeeded beyond expectation. The enhanced consumption of raw produce in England is, of all other occur-

rences, best calculated to promote the interests of the United States; but it takes from the over-supplied markets here that surplus, during the presence of which, prices cannot rise healthy. It is obviously the case, that the wealth of all people consists in the quantity of the products of the earth, and of industry, that they are enabled to enjoy. That government, therefore, confers the greatest benefits upon its people, which allows the labour of each individual to procure for him the greatest quantities of necessities and comforts."—*Hunt's Commercial Chronicle*.

THE SUFFOLK BANK, BOSTON.

The system of this bank, which has a capital of 1,000,000 dollars, is on behalf of an association of banks in Boston, to receive at par bills of any of the New England states, which shall deposit in specie in the Suffolk bank, a certain sum on which no interest shall be allowed, and before drawing out which fifteen days' notice shall be given. Its purpose is, in fact, to arrange the exchanges, and negotiate at Boston the bills of the several New England states,—and its profits arise from the use of the deposits,—while other banks pay interest on deposits.

PRICES of Stocks in the New York Market.

STATES.	Rate.	Redeemable	1844			1845	
			January.	June.	September.	December.	May.
United States	6 ¹ / ₂	1862	113 ¹ / ₂	113	116	113 ¹ / ₂	113 ¹ / ₂
Ditto.....	5	1853	102 ¹ / ₂	102	104 ¹ / ₂	103 ¹ / ₂	103 ¹ / ₂
New York	7	1848-49	107 ¹ / ₂	106 ¹ / ₂	109 ¹ / ₂	106	104 ¹ / ₂
Ditto.....	6	1862	108	107 ¹ / ₂	110 ¹ / ₂	101	108
Ditto.....	5 ¹ / ₂	1861	103 ¹ / ₂	103 ¹ / ₂	106	104	104
Ditto.....	5	1855	101 ¹ / ₂	100 ¹ / ₂	105	103	106 ¹ / ₂
Ditto.....	5	1860	101	101	98	103	100 ¹ / ₂
New York city.....	7	1857	110	110	114	115	112
Ditto.....	5	1870	99	100 ¹ / ₂	101 ¹ / ₂	102	90 ¹ / ₂
Ohio.....	6	1850	96	96 ¹ / ₂	99	96	97 ¹ / ₂
Ditto.....	7	.....	104 ¹ / ₂	102	105 ¹ / ₂	103	101 ¹ / ₂
Kentucky	6	.....	101 ¹ / ₂	101	102 ¹ / ₂	103 ¹ / ₂	101 ¹ / ₂
Tennessee	6	.....	100	102	102	100	101
Alabama.....	5	.....	80	.....	80	72 ¹ / ₂	72 ¹ / ₂
Pennsylvania	5	.....	65	74 ¹ / ₂	71 ¹ / ₂	73 ¹ / ₂	73 ¹ / ₂
Illinois.....	6	.....	40 ¹ / ₂	49	43 ¹ / ₂	36	39
Indiana.....	5	.....	37	44 ¹ / ₂	43	34 ¹ / ₂	31 ¹ / ₂
Harlem Railroad.....	.....	.....	43 ¹ / ₂	72 ¹ / ₂	73 ¹ / ₂	64	73
Mohawk ditto.....	.....	.....	51 ¹ / ₂	60	62	58 ¹ / ₂	61
Long Island ditto.....	.....	.....	72	80	83	75	73 ¹ / ₂
Stonington.....	.....	.....	33 ¹ / ₂	43	45 ¹ / ₂	39	37 ¹ / ₂
N. and Wor. ditto.....	6 ¹ / ₂	.....	24 ¹ / ₂	53 ¹ / ₂	72 ¹ / ₂	60 ¹ / ₂	75
Erie ditto.....	.....	.....	15 ¹ / ₂	19	24	27 ¹ / ₂	31 ¹ / ₂

"There is a marked depression in prices, it appears, in almost all descriptions; which is more remarkable in stocks of the character of United States six per cents, and New York city and state. It is observable, however, that the last quotations for United States stocks are dividend off. This price for United States stocks yields rather less than five per cent for the money. A new loan of 400,000 dollars has been made, however, by the state of New York, under the law for preserving the state credit, at a rate which yields five and three-quarters per cent. The loan is a six per cent semi-annual stock, redeemable in 1852, and was taken at 102 dollars and 25 cents for 170,000 dollars; 102 dollars and 30 cents for 225,000 dollars; and 103 dollars and 25 cents for 5000 dollars. The old stocks of the same time and tenor, are selling in the market at six per cent premium. The following table shows the whole amount of the present debt of the state of New York, and the terms on which each debt was contracted:—

ISSUES OF NEW YORK STATE STOCK.

DESCRIPTION.	Date of Issues.	Redeemable.	Terms.	Rate of In.	Amount.
					dollars.
Erie and Champlain.....	1817	1837	par.	6's	200,000
"	1818	1837	4.52 pr.	6's	200,000
"	1819	1837	1 1/2 a 2.68 pr.	6's	375,000
"	1819	1837	par.	6's	25,000
"	Jan. 1820	1837	par.	6's	130,000
"	Feb. 1820	1837	1 prem.	6's	300,000
"	Aug. 1820	1837	7 1/2 a 8 pr.	6's	263,500
"	1821	1837	0 a 6.05 pr.	5's	1,000,000
"	1822	1837	1.25 pr.	6's	600,000
"	Sept. 1822	July, 1845	7.10 pr.	6's	250,000
"	Oct. 1822	1845	2.54 dis.	5's	200,000
"	1822	1845	7.32 pr.	6's	300,000
"	1823	1845	1 a 6.50 dis.	5's	850,000
"	1823	1845	5.36 pr.	6's	300,000
"	1824	1845	1 a 3.96 pr.	5's	1,118,271
"	Nov. 1824	1845	par.	5's	450,000
"	1825	1846	par.	6's	270,000
Total .....	....	....	....	..	7,739,771
Oswego Canal	1826	1846	par.	5's	227,000
Cayuga and Seneca.....	1826	1846	6 pr.	5's	150,000
Oswego	1828	1846	par. a 2.25 pr.	5's	210,000
Cayuga and Seneca	1829	1849	par.	6's	87,000
Chemung	1830	1850	10.38 a 11 pr.	5's	150,000
"	1831	1850	15.10 pr.	5's	140,263
Crooked Lake	1831	1850	....	5's	100,000
Chemung	1833	1850	17.51 pr.	5's	25,737
Chenango	1833	1846	15.51 pr.	5's	100,000
Crooked Lake	1833	1850	....	5's	20,000
Chenango	1834	1845	6 1/2 pr.	5's	900,000
"	1836	1845	2 a 3 pr.	5's	675,000
"	1837	1845	7.10 pr.	5's	525,909
"	1837	1855	2 a 6.82 pr.	5's	69,030
Black River.....	1837	1850	5 a 7.91 pr.	5's	316,247
"	1837	1850	par.	5's	252,090
Genesee Valley	1837	1860	par.	5's	1,978,526
"	1837	1860	8, 15 a 11, 18 pr.	5's	21,474
Chenango	1838	1860	par.	5's	92,532
Erie Enlargement.....	1838	1855	1-5 a 2 pr.	5's	1,000,000
Black River.....	1838	1850	3 pr.	5's	23,200
Erie Enlargement.....	1839	1855	par.	5's	3,000,000
Black River.....	1839	1850	par.	5's	208,553
Oneida	1839	1860	par.	5's	25,000
Chenango	1839	1850	2 1/2 pr.	5's	20,000
Erie Enlargement.....	1840	1854	par.	6's	500,000
"	1840	1858	9 a 15 1/2 dis.	5's	2,225,519
Black River.....	1840	1858	9 dis.	5's	250,000
Genesee Valley	1840	1858	9 a 15 1/2 dis.	5's	556,379
Oneida River	1840	1860	9 dis.	5's	25,000
Chenango	1840	1853	5 1/2 dis.	5's	20,000
Erie Enlargement.....	1841	1860	par.	6's	300,600
Chemung	1841	1860	9 a 15 1/2 dis.	5's	114,392
"	1841	1860	par.	6's	33,682
Black River.....	1841	1858	15 1/2 dis.	5's	26,706
"	1841	1860	par.	6's	16,000
Genesee Valley	1841	1858	15 1/2 dis.	5's	56,379
Oneida Lake	1841	1851	par.	5's	50,000
Erie Enlargement.....	1842	1860	par.	6's	8,500
Genesee Valley	1842	1860	par.	6's	10,000
Total.....	....	....	....	..	22,185,986
Preserving credit of state....	1842	1848-9	par.	7's	3,647,139
"	1843	1860	2 1/2 pr.	6's	390,000
"	May, 1843	1860	6 40 pr.	6's	150,000
"	1843	1860	6.65 pr.	6's	150,000
"	1844	1862	1.51 pr.	5's	555,000
"	Sept. 1844	1862	par.	5's	100,000
"	June, 1845	1852	2.50 pr.	6's	225,000
"	1845	1852	3.25 pr.	6's	5,000
"	1845	1852	2.25 pr.	6's	179,000
Grand total issues					27,508,125
Redeemed to July 1, 1845					7,717,611
New York state debt, July, 1845					19,790,514

" This is the direct debt of the state. There are, in addition, some 5,500,000 dollars New York stock issued in railroad and canal companies, some of which the state is already burdened with. It will be observed that the terms on which New York has been able to borrow money, have varied greatly during the twenty-eight years since she first

became a borrower. In the years 1830—1833, she obtained as high as fifteen and a half per cent premium for regular issues of five per cent stock, twenty-two years to run. Such an enormous price for stocks, in this country, naturally led to their extensive manufacture; and, like all other business, it was overdone. Since that time, the creation of some 230,000,000 dollars of public stock, state and city, has taken place. Under these circumstances, it is to be expected that the price of stocks would rule low. It is, however, to be taken into account, that prices of all commodities are low, profits of business are small, and the number of enterprises demanding extraordinary capital fewer than formerly. Hence, it would naturally follow that money would seek stocks for investment to a greater extent than in those years, when a speculative feeling, pervading all classes of business, induced a demand for capital, even in the smallest channels of business, to invest in extraordinary operations, apart from the regular business of the operator. It is true that the railroad speculation in the New England states has gone on to a surprising extent, but there is nothing in it of that wildness that marked bank speculations in former years; and, after all, the amount of capital to be expended in the projected railroads of the five New England states is small, compared to the actual wealth of that section of the country, the object to which it is to be applied, and the sources whence it will mostly be drawn. The roads projected, are nearly all well located. It is true that, in some cases, parallel lines are laid out; but they are in sections of the country densely populated, connecting important interests. The legislature of Connecticut has granted a charter for a most important link in connecting the great New England web of railroads with the city of New York. We allude to the Hartford and Danbury railroad running forty miles from Hartford, to strike the New York line at or near the boundary of West Chester and Putnam counties. The capital is fixed at 2,000,000 dollars. The route is through the largest and most wealthy manufacturing towns of Connecticut, forming a connexion with the Harlem, the means of communication between New York city and the great eastern districts. This, with the Erie and Harlem roads, will require 10,000,000 dollars in a year or two, and the eastern roads may require 15,000,000 dollars, in addition to 2,500,000 dollars that Boston will require for her water-works. The whole may form an amount equal to 30,000,000 dollars, to be expended in two or three years. This, it will be observed, is an operation far different in its results from that of investing large sums in banking; which, with the credits of those concerns, are loaned out to speculators, and sunk in baseless undertakings, that leave no valuable equivalent for the outlay. In the present state of this country, the construction of a railroad establishes a property, the value of which must constantly be enhanced, as the country progresses in population and wealth.

A TABLE exhibiting the Value of the Notes of the Several Banks of the United States, as compared with the Notes of the City Banks of New York; the latter being calculated as the *Par Standard* of the Currency in August, 1845.

New York City Banks..... par	Bank of Genesee, Batavia..... 5-8 dis	Bank of Troy, Troy, under 50 dis
Clinton Bank, New York City... 1 dis	Bank of Geneva, Geneva..... 5-8 dis	Bank of Utica, Utica..... 5-8 dis
Commercial Bank, New York, City..... 1 dis	Bank of Ithaca, Ithaca..... 5-8 dis	Bank of Vernon, Vernon..... 5-8 dis
Agricultural Bank of Herkimer..... 5-8 dis	Bank of Kinderhook, Kinderhook... par	Bank of Waterford, Waterford 5-8 dis
Albany City Bank, under 100 dis 5-8 dis	Bank of Lausenburg, Lausenburg..... 5-8 dis	Bank of Watertown, Watertown 5-8 dis
Albany Exchange Bank, Albany... par	Bank of Lowville, Lowville... 5-8 dis	Bank of Waterville, Waterville 5-8 dis
Amenia Bank, Leedsville..... 5-8 dis	Bank of Lyons, Lyons..... 1 dis	Bank of Whitehall, Whitehall 5-8 dis
Atlantic Bank, Brooklyn..... par	Bank of Monroe, Rochester... 5-8 dis	Bank of Whitestown, Oneida Co..... 5-8 dis
Ballston Spa Bank, Ballston Spa 3-8 dis	Bank of Newburg, Newburg..... par	Black River Bank, Watertown 5-8 dis
Bank of Albany, under 50 dis 3-8 dis	Bank of New-Rochelle, New-Rochelle..... 5-8 dis	Brooklyn Bank, Brooklyn..... par
Bank of Albion, Albion..... 5-8 dis	Bank of Orange County, Goshen..... 5-8 dis	Broome Co. Bank, Binghamton..... 5-8 dis
Bank of Attica, Buffalo..... 5-8 dis	Bank of Orleans, Albion..... 5-8 dis	Canal Bank, Albany..... 5-8 dis
Bank of Auburn, Auburn..... 5-8 dis	Bank of Owego, Owego..... 5-8 dis	Canal Bank of Lockport, Lockport..... 5-8 dis
Bank of Brockport, Brockport. 25 dis	Bank of Poughkeepsie, Poughkeepsie..... par	Catskill Bank, Catskill..... par
Bank of Buffalo, Buffalo..... 5-8 dis	Bank of Rochester, Rochester 5-8 dis	Cayuga County Bank, Auburn 5-8 dis
Bank of Central New York, Utica..... 5-8 dis	Bank of Rome, Rome..... 5-8 dis	Central Bank at Cherry Valley 5-8 dis
Bank of Chenango, Norwich... 3-8 dis	Bank of Salina, Salina..... 5-8 dis	Chatauque Co. Bank, Jamestown 5-8 dis
Bank of Corning, Corning..... 5-8 dis	Bank of Silver Creek, Chatauque Co..... 5-8 dis	Chemung Canal Bank, Elmira 5-8 dis
Bank of Danville, Livingston and Co..... 5-8 dis	Bank of Syracuse, Syracuse.. 5-8 dis	

(continued)

Clinton Co. Bank, Plattsburg... 1 dis
Commercial Bank of Albany... 5-8 dis
Commercial Bank of Buffalo... 1 dis
Commercial Bank of Oswego... 1 dis
Commercial Bank of Rochester... 5-8 dis
Commercial Bank of Troy... 3-8 dis
Delaware Bank, Delhi... 5-8 dis
Drovers' Bank, Olean... 5-8 dis
Dutchess Co. Bank, Poughkeepsie... par
Essex County Bank, Keeseville... 5-8 dis
Exchange Bank of Buffalo... 5-8 dis
Exchange Bank of Genesee, Alex... 5-8 dis
Exchange Bank at Lockport... 5-8 dis
Farmers' Bank at Malone... 5-8 dis
Farmers' Bank of Amsterdam... 5-8 dis
Farmers' Bank of the City of Troy par
Farmers' Bank of Geneva, Geneva... 5-8 dis
Farmers' Bank of Hudson... par
Farmers' Bank of Orange Co. Warwick... 5-9 dis
Farmers Bank of Orleans, Gaines... 5-8 dis
Farmers' Bank of Penn Yan... 5-8 dis
Farmers' and Drovers' Bank, Buffalo... 5-8 dis
Farmers' and Drovers' Bank, Somers... par
Farmers' and Manufacturers' Bank, Poughkeepsie... par
Farmers' and Mechanics' Bank, Genesee, Batavia... 5-8 dis
Farmers' and Mechanics' Bank of Ogdensburg, Ogdensburg... 5-8 dis
Farmers' and Mechanics' Bank of Rochester... 5-8 dis
Fort Plain Bank, Fort Plain... 5-8 dis
Genesee County Bank, Leroy... 5-8 dis
Hamilton Bank, Madison Co... 10 dis
Herkimer County Bank, Little Falls... 5-8 dis
Highland Bank, Newburg... par
Howard Trust and Banking Co., Troy... 3-8 dis
Hudson River Bank, Hudson... par
James' Bank, Saratoga Co... 5-8 dis
Jefferson County Bank, Watertown... 3-8 dis
Kingston Bank, Kingston, Ulster Co... par
Lewis County Bank, Maransburgh... 3-8 dis
Livingston County Bank, Genesee... 5-8 dis
Lockport Bank and Trust Co., Lockport... 5-8 dis
Long Island Bank, Brooklyn... par
Luther Wright's Bank, Oswego... 5-8 dis
Madison County Bank, Canastota... 5-8 dis
Manufacturers' Bank, Ulster... 5-8 dis
Mechanics' and Farmers' Bank, Albany, under 50 dres... 3-8 dis
Mercantile Bank of Schenectady... 3-8 dis
Merchants' Bank, Buffalo... 5-8 dis
Merchants' Bank at Canandaigua... 5-8 dis
Merchants' and Farmers' Bank, Ithaca... 5-8 dis
Merchants' and Farmers' Bank, Putnam Co... 5-8 dis
Merchants' and Mechanics' Bank of Troy... 3-8 dis
Middletown Bank, Orange Co... 3-8 dis
Mohawk Bank, Schenectady... 3-8 dis
Mohawk Valley Bank, M. Village... 5-8 dis
Montgomery County Bank, Johnstown... 5-8 dis
New York State Bank, Albany... 5-8 dis
New York Stock Bank, Durham... 5-8 dis
Ogdensburg Bank, Ogdensburg... 5-8 dis
Oliver Lee and Company's Bank, Buffalo... 5-8 dis

Onondaga County Bank, Syracuse... 5-8 dis
Onondaga Bank, Utica... 5-8 dis
Ontario Bank, Canandaigua... 5-8 dis
Ontario Bank (Branch) pay at Utica... 5-9 dis
Oswego Bank, Oswego... 15 dis
Otego County Bank, Coopers town... 5-8 dis
Palmyra Bank, Wayne Co... 5-8 dis
Patches Bank, Buffalo... 5-8 dis
Pine Plains Bank, Dutchess Co... 5-8 dis
Powell Bank, Newburg... par
Prattville Bank, Prattville... par
Rochester City Bank, Rochester... 5-8 dis
Sackett's Harbour Bank, Sackett's Harbour... 5-8 dis
Saratoga County Bank, Watertown... 3-8 dis
Schenectady Bank, Schenectady... 3-8 dis
Seneca Co. Bank, Waterloo... 5-8 dis
State Bank of New York, Buffalo... 75 dis
Staten Island Bank, Port Richmond... 50 dis
Stuben County Bank, Bath... 5-8 dis
St. Lawrence Bank, Ogdensburg... 70 dis
Suffolk County Bank, Sag Harbor... 5-8 dis
Tanner's Bank, Catskill... par
Tompkin's County Bank, Ithaca... 5-8 dis
Troy City Bank, Troy... 3-8 dis
Ulster County Bank, Kingston... par
Unadilla Bank, Otego Co... 5-8 dis
Warren County Bank, Johnsbury... 5-8 dis
Washington County Bank, Union Village... 5-8 dis
Watervliet Bank, West Troy... 1 dis
Westchester County Bank, Peekskill... 5-8 dis
White's Bank, Buffalo... 5-8 dis
White Plains Bank, Westchester Co... 5-8 dis
Woolsey Sherman's Bank, Watertown... 5-8 dis
Yates County Bank, Penn Yan... 5-8 dis

MAINE.

Agricultural Bank, Brewer... dis
Bangor Commercial Bank, Bangor... dis
Bank of Old Town, Orono... fraud
Bank of Portland, Portland... dis
Bank of Westbrook, Westbrook... 3 dis
Calais Bank, Calais... 10 dis
Central Bank, Hallowell... 5 dis
Citizens' Bank, Augusta... fraud
City Bank, Portland... dis
Exchange Bank, Portland... dis
Frankfort Bank, Frankfort... fraud
Georgia Lumber Co., Portland. Broken
Globe Bank, Bangor... fraud
Lafayette Bank, Bangor... dis
Maine Bank, Portland... dis
Mercantile Bank, Bangor... 5 dis
Negumkeag Bank... dis
Oxford Bank, Fryboorg... fraud
St. Croix Bank, Calais... dis
Union Bank, Brunswick... dis
Washington County Bank, Calais... dis
Other Banks in the State... 3-8 dis

NEW HAMPSHIRE.

Claremont Bank, Claremont... 6 dis
Concord Bank, Concord... 6 dis
Grafton Bank, Haverhill... 10 dis
Other Banks in the State... 1-4 dis

VERMONT.

Bank of Bennington, Bennington... dis
Bank of St. Albans, St. Albans... 1 dis

Bank of Windsor, Windsor... dis
Essex Bank, Guildhall... dis
Other Banks in the State... 1-4 dis

MASSACHUSETTS.

American Bank, Boston... dis
Amherst Bank, Amherst... dis
Chelsea Bank, Chelsea... dis
Cohannet Bank, Taunton... dis
Commonwealth Bank, Boston... broken
Franklin Bank, Boston... broken
Fulton Bank, Boston... broken
Hancock Bank, Boston... broken
Lafayette Bank, Boston... broken
Middlesex Bank, Cambridge... 5 dis
Newburyport Bank, Newburyport... dis
Norfolk Bank, Roxbury... broken
Phoenix Bank, Charlestown... 50 dis
Other Banks in the State... 1-4 dis

RHODE ISLAND.

Freeman's Bank, Bristol... 5 dis
Pascoag Bank, Pascoag Village... 10 dis
Providence County Bank, Smithfield... 5 dis
Rhode Island Agricultural Bank, Johnston... 10 dis
Other Banks in the State... 1-4 dis

CONNECTICUT.

Bridgeport Bank, Bridgeport... 1-4 dis
City Bank, New Haven... 1-4 dis
Connecticut Bank, Bridgeport... 1-4 dis
Connecticut River Banking Company... 1-4 dis
Danbury Bank, Danbury... 1-4 dis
East Haddam Bank, Haddam... 1-4 dis
Exchange Bank, Hartford... 1-4 dis
Fairfield Co. Bank, Norwalk... 1-4 dis
Farmers' and Mechanics' Bank, Hartford... 1-4 dis
Hartford Bank, Hartford... 1-4 dis
Housatonic R. R. Co., Bridgeport... 1-4 dis
Jewett City Bank, Jewett City... 1-4 dis
Mechanics' Bank, New Haven... 1-4 dis
Merchants' Bank, Norwich... 1-4 dis
Meriden Bank, 5 dollars and over... par
Middlesex Co. Bank, Middletown... 1-4 dis
Middletown Bank, Middletown... 1-4 dis
Mystic Bank, Mystic... 1-4 dis
New Haven County Bank, New Haven... 1-4 dis
New London Bank, New London... 1-4 dis
Norwich Bank, Norwich... 1-4 dis
Phoenix Bank, Hartford... 1-4 dis
Quinebaug Bank, Norwich... 1-4 dis
Signon Bank, Stonington... 1-4 dis
Stamford Bank, Stamford... 1-4 dis
Thames Bank, Norwich... 1-4 dis
Thompson Bank, Thompson... 1-4 dis
Tolland Co. Bank, Tolland... 5-8 dis
Union Bank, New London... 1-4 dis
Whaling Bank, New London... 1-5 dis
Windham Bank, Windham... 1-4 dis
Windham Co. Bank, Brooklyn... 1-4 dis

NEW JERSEY.

Belvidere Bank, under 10 dres... 3-8 dis
Burlington Co. Bank, Medford... 1-2 dis
Cumberland Bank of New Jersey, Bridgeton... 1-2 dis
Commercial Bank, Perth Amboy, under 10 dollars... 1-2 dis
Farmers' Bank of New Jersey, Mount Holly... 1-2 dis
Farmers' and Merchants' Bank, Middletown, Point, under 5 dollars... 1-2 dis
Farmers' and Mechanics' Bank, Rahway, under 10 dollars... 3-8 dis
Farmers' and Mechanics' Bank, New Brunswick... dis

(continued)

Manufacturers' Bank, Belleville..... broken Mechanics' and Manufacturers' Bank at Trenton..... 1-2 dis Mechanics' Bank of Burlington 1-2 dis Mechanics' Bank, Newark, under 5 dollars..... 3-8 dis Monmouth Bank Freehold..... broken Morris Canal and Banking Company, Jersey City..... no sale Morris County Bk., under 10 dis. 3-8 dis Mount Holly Bank..... 1-2 dis Newark Bank and Ins. Co., under 5 dollars..... 3-8 dis Newhope Delaware Bridge Co. 1 dis Orange Bank, Orange, under 5 dollars..... 3-8 dis Princeton Bank, Princeton..... 1-2 dis People's Bank of Paterson..... 3-8 dis Plainfield Bank, Plainfield..... 1-2 dis Salem Banking Co. Salem..... 1-2 dis State Bank at Morris, under 10 dollars..... 3-8 dis State Bank at New Brunswick under 5 dollars..... 3-8 dis State Bank at Elizabeth under 5 dollars..... 3-8 dis State Bank at Camden..... 1-2 dis State Bank at Newark, under 5 dollars..... 3-8 dis Sussex Bank, Newtown, under 10 dollars..... 3-8 dis Trenton Banking Co., Trenton, under 5 dollars..... 1-2 dis Union Bank, Dover..... 3-8 dis

PENNSYLVANIA.

Philadelphia City Banks..... 1-4 dis Girard Bank, Philadelphia..... 2 dis United States Bk., Philadelphia 30 dis Bank of Chambersburg..... 1 1/2 dis Bank of Chester County..... 1/2 to 3-8 dis Bank of Delaware County 1/2 to 3-8 dis Bank of Germantown..... 1/2 to 3-8 dis Bank of Gettysburg..... 1 1/2 dis Bank of Lewistown, Lewistown 2 dis Bank of Middletown, Middletown..... 1 1/2 dis Bank of Montgomery County 1/2 to 3-8 dis Bank of Northumberland..... 3-8 dis Bank of Pittsburg, Pittsburg..... 1 1/2 dis Bank of Susquehanna County 30 to 40 dis Berks County Bank, Reading..... dis Carlisle Bank, Carlisle..... 1 1/2 dis Columbia Bank and Bridge Co., Columbia..... 1-4 dis Doylestown Bank, Doylestown 1/2 to 3-8 dis Easton Bank, Easton..... par Erie Bank, Erie..... 2 1/2 dis Exchange Bank, Pittsburg..... 1 dis Exchange Bank (Branch), Houdersburg..... 1 dis Farmers' Bk. of Bucks Co. 1/2 to 3-8 dis Farmers' and Drivers' Bank..... 2 1/2 dis Farmers' Bank of Lancaster..... 1-4 dis Farmers' Bank of Reading..... 1-4 dis Franklin Bank, Washington..... 2 dis Harrisburg Bank, Harrisburg..... 1 1/2 dis Honesdale Bank, Honesdale 1/2 to 1 dis Lancaster Co. Bank, Lancaster 1-2 dis Lancaster Bank, Lancaster..... 1-4 dis Lebanon Bank, Lebanon..... 1 dis Lehigh Coal and Nav. Co.'s Scrip 40 dis Lumberman's Bank, Warren..... dis Merchants' and Manufacturers' Bank, Pittsburg..... 1 dis Miners' Bank of Pottsville..... 1 1/2 dis Monongahela Bank, Brownsville 2 dis Northampton Bank..... broken Pittsburg City Scrip, Pittsburg. 10 dis Relief Notes..... 2 1/2 dis Towanda Bank, Towanda..... 1 dis Wyoming Bank, Wilkesbarre..... 2 dis West Branch Bank, Williamsport 2 dis York Bank, York..... 1 1/2 dis

DELAWARE.

All Banks in this State, 5 dollars and over..... 1-4 dis All Banks in this State, under 5 dollars..... 3-4 dis

MARYLAND.

Baltimore City Banks..... 1-2 dis Baltimore and Ohio R. R. Co. Baltimore..... 10 dis Bank of Salisbury, Salisbury..... 3 dis Bank of Westminster, Westminster..... 1 1/2 dis Commercial Bank, Millington..... dis Cumberland Bank of Alleghany. 2 dis Farmers' Bank of Maryland, Annapolis..... 1 dis Farmers' and Mechanics' Bank, Frederick..... 1 dis Farmers' and Millers' Bank, Hagerstown..... dis Hagerstown County Bank Frederick..... 1 1/2 dis Hagerstown Bank, Hagerstown 1 1/2 dis Mineral Bank, Cumberland..... 2 dis Patapsco Bank, Ellicott's Mills. 1 1/2 dis Washington County Bank, Washington..... 1 1/2 dis

DISTRICT OF COLUMBIA.

Bank of the Metropolis, Washington..... 3-4 dis Bank of Potomac, Alexandria. 7-4 dis Bank of Washington, Washington..... 3-4 dis Farmers' Bank of Alexandria, Alexandria..... 3-4 dis Farmers' and Mechanics' Bank, Georgetown..... 3-4 dis Patriotic Bank of Washington. 3-4 dis Union Bank of Georgetown, Georgetown..... 3-4 dis

VIRGINIA.

Bank of Virginia and Branches. 1 1/2 dis Bank of the Valley and Branches..... 1 1/2 dis Exchange Bank of Virginia, Norfolk..... 1 1/2 dis Farming Bank of Virginia and Branches..... 1 1/2 dis Merchants' and Mechanics' Bank, Wheeling..... 2 dis North Western Bank of Virginia, Wheeling..... 2 dis

NORTH CAROLINA.

Bank of the State of North Carolina and Branches..... 1 1/2 dis Bank of Cape Fear, Wilmington..... 1 1/2 dis Merchants' Bank, Newbern..... 1 1/2 dis

SOUTH CAROLINA.

Charleston City Banks..... 1 1/2 dis Charleston Rail Road, Charleston..... 10 dis South Western Rail Road Co., Charleston..... 1 1/2 dis South Western Rail Road Co., pay at Knoxville, Tennessee. 3 dis Other Banks in the State..... 1 1/2 dis

GEORGIA.

Augusta City Banks..... 1 1/2 dis Savannah City Banks..... 1 1/2 dis Bank of the State of Georgia and Branches..... 1 1/2 dis Central Bank, Milledgeville. 10 dis Central Rail Road and Banking Co., Savannah..... 10 dis Other sound Banks in the State..... 1 1/2 dis

FLORIDA.

Bank of Florida, Apalachicola..... dis Bank of Jacksonville, Jacksonville..... dis

Southern Life Insurance and Trust Co..... 75 dis Union Bank of Florida, Tallahassee..... 75 dis

ALABAMA.

Bank of Mobile, Mobile..... 2 dis Bank of the State and Branches..... 10 to 12 dis Planters' and Merchants' Bank, Mobile..... dis

MISSISSIPPI.

Natches Bank..... dis Planters' Bank, Natches..... dis

LOUISIANA.

New Orleans (sound) Banks..... 2 dis Other Banks in the State (not sound)..... 10 to 75 dis

ARKANSAS.

Bank of the State, Little Rock. 75 dis Real Estate Bank, Little Rock. 75 dis

TENNESSEE.

Bank of Tennessee and Branches..... 3 dis Farmers' and Merchants' Bank, Memphis..... 3 dis Planters' Bank and Branches. 3 dis Union Bank and Branches.... 3 dis

KENTUCKY.

Bank of Louisville, Louisville.. 2 1/2 dis Bank of Kentucky & Branches. 2 1/2 dis Northern Bank of Kentucky and Branches..... 2 1/2 dis

MISSOURI.

Bank of the State and Branch. 2 dis

ILLINOIS

Bank of Illinois, Shawneetown..... 60 dis State Bank of Illinois, Springfield..... 35 dis

INDIANA.

State Bank of Indiana and Branches..... 2 1/2 dis

OHIO.

Bank of Cleveland, Cleveland.. 10 dis Bank of Massillon, Massillon.. 2 1/2 dis Bank of Sandusky, Sandusky.. 2 1/2 dis Bank of Chillicothe, Chillicothe..... 2 1/2 dis Bank of Marietta, Marietta.... 2 1/2 dis Bank of Zanesville, Zanesville. 2 1/2 dis Clinton Bank, Columbus..... 2 1/2 dis Commercial Bank, Cincinnati. 2 1/2 dis Commercial Bank of Scioto..... 2 1/2 dis Commercial Bank of Lake Erie. 2 1/2 dis Farmers' Bank of Canton, Canton..... 2 1/2 dis Franklin Bank, Cincinnati.... 2 1/2 dis Franklin Bank of Columbus.... 2 1/2 dis Granville Alexandrian Society. 75 dis Lancaster Ohio Bank, Lancaster..... 20 dis Lafayette Bank, Cincinnati.... 2 1/2 dis Miami Exporting Co., Cincinnati..... 50 dis Ohio Life Insurance and Trust Company..... 2 1/2 dis Ohio River Road Co., Richmond City..... dis Other sound Banks in the State..... 2 1/2 dis

MICHIGAN.

Bank of St. Clair, St. Clair.... 65 dis Bank of River Raisin, Monroe.. 2 1/2 dis Farmers' and Mechanics' Bank, Detroit..... 10 dis Michigan Insurance Co., Detroit..... 2 1/2 dis Oakland Co. Bank, Pontiac..... 10 dis

(continued)

CANADA, &c.			WISCONSIN TERRITORY.		
Bank British North America, Quebec	2½ dis	Bank British North America, N. F.	2 dis	Niagara Suspension Bridge ...	— dis
Bank British North America, N. B.	1 dis	Bank of Upper Canada	4 dis	Quebec Bank, Quebec	3 dis
Bank British North America, N. S.	5 dis	Commercial Bank of Upper Canada	3 dis	Wiscoosin Insurance Co.'s	
		Gore Bank, Hamilton	2 dis	Checks	2 dis
		Montreal Banks	2½ to 3 dis		

LEGAL Rates of Interest in the different States and Territories.

S T A T E S.	R A T E O F I N T E R E S T.	P U N I S H M E N T O F U S U R Y.
Maine	6 per cent	Forfeit of the debt or claim.
New Hampshire	ditto	Forfeit of three times the amount unlawfully taken.
Vermont	ditto	Recovery in an action, with costs.
Massachusetts	ditto	Forfeit of three-fold the usury.
Rhode Island	ditto	Forfeit of the usury and interest on the debt.
Connecticut	ditto	Forfeit of the whole debt.
New York	7 per cent	Usurious contracts void.
New Jersey	6 per cent	Forfeit of the whole debt.
Pennsylvania	ditto	Ditto ditto.
Delaware	ditto	Ditto ditto.
Maryland	ditto	On tobacco contracts, eight per cent. Usurious contracts void.
Virginia	ditto	Forfeit double the usury taken.
North Carolina	ditto	Contracts for usury void, forfeit double the usury.
South Carolina	7 per cent	Forfeit of interest, and premium taken, with costs to debtor.
Georgia	8 per cent	Forfeit of three times the usury, and contract void.
Alabama	ditto	Forfeit of interest and usury.
Mississippi	ditto	By contract as high as ten per cent. Usury recoverable in action of debt.
Louisiana	5 per cent	Bank interest, six per cent; conventional, as high as ten per cent; beyond, contract void.
Tennessee	6 per cent	Usurious contracts void.
Kentucky	ditto	Usury may be recovered, with costs.
Ohio	ditto	Usurious contracts void.
Indiana	ditto	On written agreement may go as high as ten per cent; penalty of usury, a fine of double the excess.
Illinois	ditto	Three-fold amount of the whole interest.
Missouri	ditto	By agreement as high as ten per cent. If beyond, forfeit of whole interest due, and of the usury taken.
Michigan	7 per cent	Forfeit of the usury taken, and one-fourth the debt.
Arkansas	6 per cent	By agreement, any rate not exceeding ten per cent. Amount of usury recoverable, but contracts void.
District of Columbia	ditto	Usurious contracts void.
Florida	8 per cent	Forfeit of interest and excess, in case of usury.
Wisconsin	7 per cent	By agreement not exceeding twelve per cent. Forfeit treble the excess.
Iowa	ditto	By agreement as high as twelve per cent. Forfeit treble the excess.

. On debts or judgments in favour of the United States, interest is computed at the rate of six per cent per annum.

DAMAGES ON PROTESTED BILLS OF EXCHANGE.*

The laws and usages of the states vary essentially on the subject of damages on protested bills. In some cases, the regulations of states approximate to each other, while in others, they are widely different. In some cases, the law or rule is unlike, but the result is nearly similar; while, between other states, the result varies from four and a half to fifteen per cent.

In *Massachusetts*, the usage was to recover the amount of the protested bill at the par of exchange, and interest, as in England, from the time payment of the dishonoured bill was demanded

Chiefly from the fourth edition of Chancellor Kent's Commentaries.

of the drawee, and the charges of the protest, and ten per cent damages in lieu of the price of exchange. But this rule has been changed by statute, in 1825, 1835, and 1837; and bills drawn or indorsed in that state, and payable without the limits of the United States, and duly protested for non-acceptance or non-payment, are now settled at the current rate of exchange and interest, and five per cent damages; and, if the bill be drawn upon any place beyond the Cape of Good Hope, twenty per cent damages. The rate of damages in Massachusetts, on inland bills, payable out of the state, and drawn or indorsed within the state, and duly protested for non-acceptance or non-payment, is two per cent in addition to the contents of the bill, with interest and costs, if payable in any other New England state, or New York; and three per cent if payable in New Jersey, Pennsylvania, Delaware, and Maryland; and four per cent, if payable in Virginia, District of Columbia, North Carolina, South Carolina; or Georgia; and five per cent, if payable in any other of the United States, or the territories thereof.

Maine.—Payable out of the state, and in New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, or New York, three per cent; in New Jersey, Pennsylvania, Delaware, Maryland, Virginia, or District of Columbia, five per cent; in North Carolina, South Carolina, or Georgia, six per cent; at any other place in the United States or territories, nine per cent; at any place out of the United States or territories, ten per cent; payable within the state, at not less than seventy-five miles distance, in sums of 100 dollars and over, one per cent.

New Hampshire.—[In this state there is no statute regulation on the subject. The usual practice has been to charge the rate of damages existing at the point where the bill was payable.]

Vermont.—[No statute regulation. The practice has been similar to that in New Hampshire.]

Rhode Island.—Payable without the United States, ten per cent; or within the United States, and out of Rhode Island, five per cent.

Connecticut.—The rule of damages on bills returned protested, and drawn on any person in New York, is two per cent upon the principal sum specified in the bill; in New Hampshire, Vermont, Maine, Massachusetts, Rhode Island, New York (city of New York excepted), New Jersey, Pennsylvania, Delaware, Maryland, Virginia, or territory of Columbia, three per cent; in North Carolina, South Carolina, Ohio, or Georgia, five per cent; in any other part of the United States, eight per cent upon such principal sum, and to be in lieu of interest and all other charges and without any reference to the rate of exchange.

New York.—The rate of damages on bills drawn and payable within the United States, or other parts of North America, was, in 1819, regulated in New York by statute, and the damages fixed at five, or seven and a half, or ten per cent, according to the distance or situation of the place, on which the bill was drawn. But, by the new revised statutes, which went into operation on the 1st of January, 1830, the damages on bills, foreign and inland, were made the subject of a more extensive regulation. They provide, that, upon bills drawn or negotiated within the state, upon any person, at any place within the six states east of New York, or in New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, or the District of Columbia, the damages to be allowed and paid, upon the usual protest for non-acceptance or non-payment, to the holder of the bill, as pure chaser thereof, or of some interest therein, for a valuable consideration, shall be three per cent upon the principal sum specified in the bill; and upon any person at any place within the states of North Carolina, South Carolina, Georgia, Kentucky, and Tennessee, five per cent; and upon any person in any other state or territory of the United States, or at any other place on, or adjacent to, this continent, and north of the equator, or in any British or foreign possessions in the West Indies, or elsewhere in the Western Atlantic ocean, or in Europe, ten per cent. The damages are to be in lieu of interest, charges of protest, and all other charges incurred previous to, and at the time of, giving notice of non-acceptance or non-payment. But the holder will be entitled to demand and recover interest upon the aggregate amount of the principal sum specified in the bill, and the damages, from the time of notice of the protest for non-acceptance, or notice of a demand and protest for non-payment. If the contents of the bill be expressed in the money of account of the United States, the amount due thereon, and the damages allowed for the non-payment, are to be ascertained and determined, without reference to the rate of exchange existing between New York and the place on which the bill is drawn. But, if the contents of the bill be expressed in the money of account, or currency of any foreign country, then the amount due, exclusive of the damages, is to be ascertained and determined by the rate of exchange, or the value of such foreign currency, at the time of the demand of payment.

New Jersey.—[There are no statute regulations on this subject in New Jersey.]

In *Pennsylvania*, the rule, for a century past, was twenty per cent damages, in lieu of re-exchange; but by statute, in 1821, five per cent damages were allowed upon bills drawn upon any person in any other of the United States, except Louisiana; if on Louisiana, or any other part of North America, except the north-west coast and Mexico, ten per cent; if on Mexico, the Spanish Main, or the islands on the coast of Africa, fifteen per cent; and twenty per cent upon protested bills on Europe, and twenty-five per cent upon other foreign bills, in lieu of all charges, except the protest, and the amount of the bill is to be ascertained and determined at the rate of exchange.

Delaware.—Payable at any place within the United States, or territories, out of Delaware, five per cent; at any place in Europe, twenty per cent.

In Maryland, the rule, by statute, is payable without the state, and at any place in the United States, or territories thereof, eight per cent; in any foreign country, fifteen per cent. And the amount of the bill ascertained at the current rate of exchange, or the rate requisite to purchase a good bill of the same time of payment, upon the same place.

Virginia.—Payable out of the state, at any place within the United States, or territories, three per cent; in any foreign country, fifteen per cent.

In North Carolina, by statute, in 1828, damages on protested bills, drawn or indorsed in that state, and payable in any other part of the United States, except Louisiana, are six per cent; payable in any other part of North America, except the West India islands, ten per cent; payable in South America, the African islands, or Europe, fifteen per cent; and payable elsewhere, twenty per cent.

South Carolina.—Payable within the United States, at any place out of South Carolina, ten per cent; in any other part of North America, or the West India islands, twelve and a half per cent; in any other part of the world, fifteen per cent.

Georgia.—The damages in Georgia, by statute, in 1827, on bills drawn on a person in another state, and protested for non-payment, are five per cent; and on foreign bills, protested for non-payment, are ten per cent, together with the usual expenses and interest, and the principal to be settled at the current rate of exchange.

Alabama.—The damages on bills, drawn in the state of Alabama, on any person resident within the state, are ten per cent; and on any person out of it, and within the United States, are fifteen per cent; and on persons out of the United States, twenty per cent on the sum drawn for, together with incidental charges and interest.

In Louisiana, in 1838, the rate of damages, upon the protest for non-acceptance or non-payment of bills of exchange, drawn on, and payable in foreign countries, was declared by statute to be ten per cent; and in any other state in the United States, five per cent, together with interest on the aggregate amount of principal and damages. On protested bills, drawn and payable within the United States, the damages include all charges, such as premiums, and expenses, and interest on those damages, but nothing for the difference of exchange.

In Mississippi, the damages on inland bills, protested for non-payment, are five per cent; if drawn on any person resident out of the United States, ten per cent.

The damages in *Tennessee*, by statute, in 1830, on protested bills, over and above the principal sum, and charges of protest, and interest on the principal sum, damages, and charge of protest from the time of notice, are three per cent on the principal sum, if the bill be drawn upon any person in the United States; and fifteen per cent, if upon any person in any other place or state in North America, bordering on the Gulf of Mexico, or in the West Indies; and twenty per cent, if upon a person in any other part of the world. These damages are in lieu of interest and all other charges, except the charges of protest, to the time of notice of the protest, and demand of payment.

Kentucky.—On foreign bills, ten per cent, damages are allowed. On inland bills, damages are governed by the law of the place.

Ohio.—Payable at any place without the United States, twelve per cent; within the United States, at any place out of Ohio, six per cent.

Indiana.—Payable at any place without the United States, ten per cent; at any place within the United States, out of Indiana, five per cent. Drawer or indorser not liable for damages, if paid at maturity, with costs.

Illinois.—Payable at any place without the United States, ten per cent; at any point within the United States, and out of Illinois, five per cent.

Missouri.—Payable at any place within the state, four per cent; out of the state, and within the United States, ten per cent; at any place out of the United States, or territories, twenty per cent.

Michigan.—[No statute regulation has as yet been adopted in this state.]

Arkansas.—Payable at any place within the state, two per cent; in Alabama, Louisiana, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Illinois, Missouri, or at any place on the Ohio river, four per cent; in any other place in the United States, or territories, five per cent; at any place out of the United States, ten per cent; together with costs and interest at the rate of ten per cent per annum.

Florida.—Same as the state of Alabama.

Wisconsin.—Payable at any place without the United States, twenty per cent; out of the territory, adjoining the same within the United States, five per cent; in the United States, not adjoining the territory, ten per cent.

Iowa.—The same as in the territory of Wisconsin

District of Columbia.—[The rates established in Maryland and Virginia, are charged on protested bills in the district.]

CHAPTER XXXV.

MONEYS, WEIGHTS, AND MEASURES, OF THE UNITED STATES OF AMERICA.

THE decimal system was adopted by Congress in the subdivision of moneys, but not as respects weights and measures.

The power of regulating the standard of the latter was vested in the federal government, which acted upon this authority, first, in regard to the custom-house duties, and afterwards generally; but not until it was found that the weights and measures of Massachusetts had become inaccurate, and that the weights and measures differed in one state from those of another.

In 1836, a law was passed for regulating the weights and measures of the union. This law directed the secretary of the treasury to construct and supply standards of weights, of length, and of capacity of the United States, to the executives of the different states of the union, the governors of territories, and the custom-houses.

The report of Mr. John Quincy Adams, upon weights and measures in the year 1821, was acted upon, in most of its details, as much as if the law had been passed at the time the report was made. Mr. Adams gave the preference to the standards of Great Britain over those of France, from the circumstance that they were generally in use in the United States, and on the ground that a great change in weights and measures similar to that introduced in France, of the same decimal principle, would have been attended with great embarrassment.

The troy weight of England was adopted for weighing bullion.

The avoirdupois weight of England for weighing all other articles bought or sold by weight.

The British and the American statute acre, square yard, square foot, and inch are the same.

The linear measures of England, that is the mile, yard, foot, and inch, are the same in America.

England has, however, altered her corn and liquid measures, while America retains the old English wine gallon for liquids, and the Winchester bushel for corn, &c.

MONEYS.—It is remarkable that computations in old depreciated currencies should have, in ordinary transactions, continued to prevail. The dollar in the Massachusetts states has been long valued at six shillings; in New York and North Carolina at eight shillings, varying also in almost every other state. The legal moneys are, however, gold eagles, silver dollars, and copper cents. (*See Mint of United States* hereafter.) Coins of foreign countries, many of them old and

much worn, are found in most towns. Into New Orleans, Mexican, South American, and Spanish dollars, and Spanish Mexican and South American gold have always flown in. This has been the case in regard to many other towns. Accounts are kept in dollars and cents. The exchanges with foreign countries fluctuate. The following tables will show the valuations and exchanges.

MONEY TABLES.

TABLE of Gold Coins, the exact Weight, the Assay, and the present Value in the United States, according to the Gold Coin Bill passed by Congress during their session in 1833-4.

NAMES.	Weight.		Assay.	Value.		NAMES.	Weight.		Assay.	Value.	
	dw.	gr.	car. gr.	d.	c. m.		dw.	gr.	car. gr.	d.	c. m.
UNITED STATES.						BASIL.					
Eagle, coined before July 31, 1834	11	6	22 0	40	66 5	Ducat.....	2	4½	22 0	2	7 3
Ditto, coined after July 31, 1834	10	18	{ 21 2 & 14 43 }	10	0 0	Pistole.....	4	22	21 1½	4	52 8
Shares in proportion.						BOLOGNA.					
FOREIGN GOLD.						Pistole.....	3	13	21 3½	3	32 8
AUSTRIA.						Ditto, 1802.....	3	13	21 2½	3	30 0
Souverain.....	3	14	21 3	3	38 7	Ditto, half, &c., in proportion					
Double ducat.....	4	12	23 2	4	59 3	Sequin, before 1760.....	2	4½	23 2	2	21 5
Hungarian ditto.....	2	5½	23 3½	2	29 7	Ditto, since 1760.....	2	4½	23 3½	2	25 0
Ducat.....	2	6	23 2½	2	29 6	Scudo.....	17	0½	21 2½	15	80 4
AUGSBURG.						COLOGNE.					
Ducat.....	2	5½	23 1½	2	24 0	Ducat.....	2	5½	23 2	2	26
BAVARIA.						COLUMBIA, CENTRAL AMERICA, CHILI, AND PERU.					
Carolín.....	6	5½	18 2	4	95 7	Doubloons.....	17	9	20 3	15	53 5
Max d'or, or Maximilian..	4	4	18 1½	3	31 0	DENMARK.					
Ducat.....	2	5½	23 2½	2	27 5	Ducat, current.....	2	0	21 0½	1	81 ..
Pistole.....	4	6½	21 2½	3	07 9	Ditto, specie.....	2	5½	23 2	2	26 7
BERNE.						Christian d'or.....	4	7	21 3	4	2 ..
Ducat.....	1	23	23 1½	1	97 7	EAST INDIES.					
Ditto, double in proportion						Rupér, Bombay, 1818....	7	11	22 0½	7	9 6
Pistole.....	4	21	21 2½	4	54 2	Ditto, Madras, 1818.....	7	12	22 0	7	11 0
BRAZIL.						Pagoda, star.....	2	4½	19 0	1	79 8
Johannes.....	18	00	21 3½	17	6 4	Mohur sicca of Bengal....	7	23	23 3½	8	17 6
Ditto, half in proportion						ENGLAND.					
Dobraon.....	34	12	22 0	32	70 6	*Guinea.....	5	9½	22 0	5	11 5
Dobra.....	18	6	22 0	17	30 1	Ditto, half in proportion					
Moidore.....	6	22	22 0	6	55 7	+Sovereign.....	5	3½	22 0	4	87 5
Ditto, half in proportion						Seven shilling piece.....	1	19	22 0	1	69 8
Crusado.....	0	16½	21 3½	0	03 7	FRANCE.					
BRUNSWICK.						Double Louis, coined before 1780.....	10	11	21 2	9	68 8
Pistole.....	4	21½	21 2½	4	55 2	Louis, ditto.....	5	5½	21 2	4	84 3
Ditto, double in proportion						Double Louis, coined since 1786.....	9	26	21 2½	9	16 2
Ducat.....	2	5½	23 0½	2	23 1	Louis, ditto.....	4	29	21 2½	4	58 1
Carl d'or, before 1802....	4	6½	21 2½	3	97 9	Double Napoleon, or 40 francs.....	8	7 ½	21 2½	7	70 3
Ditto, double in proportion						Napoleon, or 20 francs....	4	3½	21 2½	3	85 1
Ditto, since 1802.....	4	6½	21 1½	3	93 3	Same as the new Louis					
BADEN.											
Ducat.....	1	23½	23 2½	2	2 0						

* Guineas, when received in this country, are almost invariably one grain light, and, therefore, the real value of them is 5 dollars 7½ cents.

† A sovereign, when received from the Mint, weighs 5 dwt. 3½ grains, but nine-tenths of those brought to this country do not weigh more than 5 dwt. 2½ grains. The average value of each sovereign is 4 dollars 85 cents; of course, those which are of full weight are worth the price above stated.—*New York Merchants' Magazine.*

MONEY TABLE—continued.

Sovereigns compared with a Draft on London at 60 days' sight.			Quotations of London Exchange, reduced into Federal Money, as recommended by the Chambers of Commerce in the United States.			
Price of Sovereigns in the United States.	Equal to a Remittance in Pounds Sterling.		Precise proportion between both Quotations.		As adopted by the New York Price Current.	
dollars.	per cent or dollars.		Per cent equal to dollars.	dollars equal to per cent	per cent equal to dollars.	
4 80	108.55	4 81 6	100	4 41.4	100 85	4 66
4 81	108.58	4 82 0	100	4 46.6	100 80	4 67
4 82	108.60	4 83 6	101	4 48.9	101 25	4 68
4 83	108.63	4 84 8	101	4 51.1	101 70	4 70
4 84	108.65	4 85 6	102	4 53.3	102 15	4 71
4 85	108.68	4 86 6	102	4 55.6	102 60	4 72
4 86	108.70	4 87 6	103	4 57 8	103 05	4 73
4 87	108.93	4 88 9	103	4 60.0	103 50	4 74
4 88	110.15	4 89 6	104	4 62.2	103 95	4 75
4 89	110 38	4 90 8	104	4 64.4	104 40	4 76
4 90	110.60	4 91 8	105	4 66.7	104 85	4 77
4 91	110.83	4 92 6	105	4 68.9	105 30	4 78
4 92	111.06	4 93 0	106	4 71.1	105 75	4 80
4 93	111.28	4 94 6	106	4 72.2	105 97	4 81
4 94	111.51	4 95 6	106	4 73 3	106 20	4 82
4 95	111 73	4 96 6	107	4 74.4	106 42	4 83
4 96	111.90	4 97 0	107	4 75.6	106 65	4 84
4 97	112.14	4 98 6	107	4 76.7	106 87	4 85
4 98	112.41	4 99 6	107	4 77.8	107 10	4 86
4 99	112.63	5 00 6	107	4 78.9	107 32	4 87
5 00	112.86	5 01 4	108	4 80.0	107 55	4 88
5 01	113.09	5 02 6	108	4 81.1	107 77	4 90
5 02	113.31	5 03 0	108	4 82.2	108 00	4 91
5 03	113 54	5 04 6	108	4 83.3	108 22	4 92
5 04	113.76	5 05 0	109	4 84.4	108 45	4 93
5 05	113.99	5 06 6	109	4 85.6	108 67	4 94
5 06	114.21	5 07 6	109	4 86.7	108 90	4 95
5 07	114.44	5 08 6	109	4 87.8	109 12	4 96
5 08	114.60	5 09 6	110	4 88.9	109 35	4 97
5 09	114.89	5 10 6	110	4 90.0	109 57	4 98
5 10	115.11	5 11 6	110	4 91.1	109 80	5 00
5 12	115.68	5 14 1	110	4 92.2	110 02	5 01
5 15	116.24	5 16 6	111	4 93.3	110 25	5 02
5 17	116.81	5 19 1	111	4 95.6	110 70	5 03
5 20	117.37	5 21 6	112	4 97.8	111 15	5 04
5 22	117.93	5 24 1	112	5 00.0	111 60	5 05
5 25	118.50	5 26 7	113	5 02.2	112 05	5 06
5 27	119.06	5 29 2	113	5 04.4	112 50	5 07
5 30	119.62	5 31 7	114	5 06.7	113 06	5 08
5 32	120.19	5 34 2	114	5 08.9	113 62	5 10
5 35	120.75	5 36 7	115	5 11.1	114 19	5 11
5 37	121.31	5 39 2	115	5 13.3	114 75	5 13
5 40	121.88	5 41 7	116	5 15.6	115 31	5 15

To reduce Dollars to Pounds Sterling.—From one-fourth of the number of dollars deduct 10 per cent of that fourth, and the remainder will be pounds, and the decimals of a pound.

Example.—Required the value 444.44 dollars in pounds sterling.

One-fourth equal to 111.11
10 per cent equal to „ 11.11

£100.00 Answer.

Note.—The value of British silver shilling in the United States is 22 cents 2 mills.

The following foreign coins, when of the required fineness, are a legal tender in the United States, at the following rates:—

GOLD COINS.

		Carats.
1	Those of Great Britain, Portugal, and Brazil, of 22 carats fineness, at	94 8 per dwt.
2	Those of France, 9-10 fine	93.1 „
3	Those of Spain, Mexico, and Columbia, of the fineness of 20 carats 3 7-16 grains.....	89.9 „

SILVER COINS.

1	Dollars of Mexico, Peru, Chili, and Central America, and those restamped in Brazil, weighing 415 grains, and of the fineness of 10 ounces 15 pennyweights of pure silver in a troy pound	At 100 cents each.
2	Five-franc pieces of France, of the fineness of 10 ounces 16 pennyweights in the troy pound, and weighing 384 grains	At 93 cents each.

Pro forma accounts of shipments of Mexican dollars to France and England, calculated by Mr. J. F. Entz, of the New York Life Insurance and Trust Company:—

PRO FORMA Account of a Shipment of Mexican dollars from New York to London.

20,000 dollars purchased at 1½ per cent premium.....	dollars.	20,350 00
Cost of 4 barrels, packing charges, cartage, &c.	dollars.	10 75
Insurance, at ½ per cent, on 20,350 dollars	dollars.	101 75
Policy	dollars.	1 25
Total cost in New York		103 00
The same 20,000 dollars, weighing 17,320 ounces, and sold at 4s. 10½d. per ounce..	£ s. d.	4,104 13 10
Charges—Freight per packet, ¼ per cent	£ s. d.	10 8 4
Primage, 5 per cent.....		10 5
Landing charges, postages, &c.....		1 5 9
Brokerage, ¼ per cent.....		5 4 10
Commission, ¼ per cent		20 19 6
Net proceeds, cash.....		4,156 5 0
Add interest of about 45 days, at 4 per cent, until the draft drawn against the shipment becomes due		20 15 7
Total		4,177 0 7

This amount, drawn at 60 days' sight, to realise the above 20,463 dollars, 75 cents the rate of exchange would have to be 110 23-100 per cent; which shows that the shipment would not be profitable, unless at least 110½ per cent could be obtained for the draft. Without commission in London, the rate would be 109.67.6, or about 55-100 less.

The following is a table by which the rate of exchange may be ascertained, at any given price for silver, in London:

EXCHANGE TABLES.

Exchange tables between London and the United States, and remittances to London from Paris, Hamburg, and Amsterdam, calculated at various rates from minimum to maximum of exchange.

PARIS Remittances to London for Negotiation, compared with a Direct Remittance at Sixty Days' Sight, exclusive of Commission.

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	franca. 4.80	franca. 4.82½	franca. 4.85	franca. 4.87½	franca. 4.90	franca. 4.92½	franca. 4.95	franca. 4.97½
PER £	EQUAL TO A DRAFT ON LONDON AT							
franca.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
25.20	5 21.1	5 18.4	5 15.8	5 13.1	5 10.5	5 07.9	5 05.4	5 02.8
25.25	5 22.2	5 19.5	5 16.8	5 14.2	5 11.5	5 08.9	5 06.4	5 03.8
25.30	5 23.2	5 20.5	5 17.8	5 15.2	5 12.5	5 09.9	5 07.4	5 04.8
25.35	5 24.2	5 21.5	5 18.8	5 16.2	5 13.5	5 10.9	5 08.4	5 05.8
25.40	5 25.3	5 22.6	5 19.9	5 17.2	5 14.6	5 12.0	5 09.4	5 06.8
25.45	5 26.3	5 23.6	5 20.9	5 18.2	5 15.6	5 13.0	5 10.4	5 07.8
25.50	5 27.3	5 24.6	5 21.9	5 19.2	5 16.6	5 14.0	5 11.4	5 08.8
25.55	5 28.4	5 25.6	5 22.9	5 20.3	5 17.6	5 15.0	5 12.4	5 09.8
25.60	5 29.4	5 26.7	5 24.0	5 21.3	5 18.6	5 16.0	5 13.4	5 10.8
25.65	5 30.5	5 27.7	5 25.0	5 22.3	5 19.6	5 17.0	5 14.4	5 11.8
25.70	5 31.5	5 28.7	5 26.0	5 23.3	5 20.6	5 18.0	5 15.4	5 12.8
25.75	5 32.5	5 29.8	5 27.0	5 24.3	5 21.6	5 19.0	5 16.4	5 13.8
25.80	5 33.6	5 30.8	5 28.0	5 25.3	5 22.7	5 20.0	5 17.4	5 14.8
25.85	5 34.6	5 31.8	5 29.1	5 26.4	5 23.7	5 21.0	5 18.4	5 15.8
25.90	5 35.6	5 32.8	5 30.1	5 27.4	5 24.7	5 22.0	5 19.4	5 16.8
25.95	5 36.7	5 33.9	5 31.1	5 28.4	5 25.7	5 23.0	5 20.4	5 17.8
26.00	5 37.7	5 34.9	5 32.1	5 29.4	5 26.7	5 24.0	5 21.4	5 18.8
26.05	5 38.7	5 35.9	5 33.2	5 30.4	5 27.7	5 25.0	5 22.4	5 19.8
26.10	5 39.8	5 37.0	5 34.2	5 31.4	5 28.7	5 26.1	5 23.4	5 20.8
26.15	5 40.8	5 38.0	5 35.2	5 32.5	5 29.8	5 27.1	5 24.4	5 21.8
26.20	5 41.8	5 39.0	5 36.2	5 33.5	5 30.8	5 28.1	5 25.4	5 22.8

PARIS Remittances to London—*continued.*

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	francs. 5.00	francs. 5.02½	francs. 5.05	francs. 5.07½	francs. 5.10	francs. 5.12½	francs. 5.15	francs. 5.17½
PER £	EQUAL TO A DRAFT ON LONDON AT							
francs.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
25.20	5 00.3	4 97.8	4 95.3	4 92.9	4 90.5	4 88.1	4 85.7	4 83.4
25.25	5 01.3	4 98.8	4 96.3	4 93.9	4 91.5	4 89.1	4 86.7	4 84.3
25.30	5 02.3	4 99.8	4 97.3	4 94.9	4 92.4	4 90.0	4 87.7	4 85.3
25.35	5 03.3	5 00.8	4 98.3	4 95.8	4 93.4	4 91.0	4 88.6	4 86.2
25.40	5 04.3	5 01.8	4 99.3	4 96.8	4 94.4	4 92.0	4 89.6	4 87.2
25.45	5 05.3	5 02.8	5 00.3	4 97.8	4 95.4	4 92.9	4 90.6	4 88.2
25.50	5 06.3	5 03.7	5 01.2	4 98.8	4 96.3	4 93.9	4 91.5	4 89.1
25.55	5 07.3	5 04.7	5 02.2	4 99.8	4 97.3	4 94.9	4 92.5	4 90.1
25.60	5 08.2	5 05.7	5 03.2	5 00.7	4 98.3	4 95.9	4 93.4	4 91.0
25.65	5 09.2	5 06.7	5 04.2	5 01.7	4 99.2	4 96.8	4 94.4	4 92.0
25.70	5 10.2	5 07.7	5 05.2	5 02.7	5 00.2	4 97.8	4 95.4	4 93.0
25.75	5 11.2	5 08.7	5 06.2	5 03.7	5 01.2	4 98.8	4 96.3	4 93.9
25.80	5 12.2	5 09.7	5 07.1	5 04.6	5 02.2	4 99.7	4 97.3	4 94.9
25.85	5 13.2	5 10.7	5 08.1	5 05.6	5 03.1	5 00.7	4 98.3	4 95.8
25.90	5 14.2	5 11.6	5 09.1	5 06.6	5 04.1	5 01.6	4 99.2	4 96.8
25.95	5 15.2	5 12.6	5 10.1	5 07.6	5 05.1	5 02.6	5 00.2	4 97.8
26.00	5 16.2	5 13.6	5 11.1	5 08.6	5 06.1	5 03.6	5 01.1	4 98.7
26.05	5 17.2	5 14.6	5 12.1	5 09.5	5 07.0	5 04.6	5 02.1	4 99.7
26.10	5 18.2	5 15.6	5 13.0	5 10.5	5 08.0	5 05.5	5 03.1	5 00.6
26.15	5 19.2	5 16.6	5 14.0	5 11.5	5 09.0	5 06.5	5 04.0	5 01.6
26.20	5 20.2	5 17.6	5 15.0	5 12.5	5 10.0	5 07.5	5 05.0	5 02.6

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	francs. 5.20	francs. 5.22½	francs. 5.25	francs. 5.27½	francs. 5.30	francs. 5.32½	francs. 5.35	francs. 5.37½
PER £	EQUAL TO A DRAFT ON LONDON AT							
francs.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
26.20	4 81.1	4 78.8	4 76.5	4 74.2	4 72.0	4 69.8	4 67.6	4 65.4
25.25	4 82.0	4 79.7	4 77.4	4 75.2	4 72.9	4 70.7	4 68.5	4 66.3
25.30	4 83.0	4 80.7	4 78.4	4 76.1	4 73.8	4 71.6	4 69.4	4 67.2
25.35	4 83.9	4 81.6	4 79.3	4 77.0	4 74.8	4 72.6	4 70.4	4 68.2
25.40	4 84.9	4 82.6	4 80.3	4 78.0	4 75.7	4 73.5	4 71.3	4 69.1
25.45	4 85.8	4 83.5	4 81.2	4 78.9	4 76.7	4 74.4	4 72.2	4 70.0
25.50	4 86.8	4 84.5	4 82.2	4 79.9	4 77.6	4 75.4	4 73.1	4 70.9
25.55	4 87.7	4 85.4	4 83.1	4 80.8	4 78.5	4 76.3	4 74.1	4 71.9
25.60	4 88.7	4 86.4	4 84.0	4 81.7	4 79.5	4 77.2	4 75.0	4 72.8
25.65	4 89.6	4 87.3	4 85.0	4 82.7	4 80.4	4 78.2	4 75.9	4 73.7
25.70	4 90.6	4 88.3	4 85.9	4 83.6	4 81.3	4 79.1	4 76.8	4 74.6
25.75	4 91.5	4 89.2	4 86.9	4 84.6	4 82.3	4 80.0	4 77.8	4 75.6
25.80	4 92.5	4 90.2	4 87.8	4 85.5	4 83.2	4 81.0	4 78.7	4 76.5
25.85	4 93.5	4 91.1	4 88.8	4 86.4	4 84.2	4 81.9	4 79.6	4 77.4
25.90	4 94.4	4 92.1	4 89.7	4 87.4	4 85.1	4 82.8	4 80.6	4 78.3
25.95	4 95.4	4 93.0	4 90.7	4 88.3	4 86.0	4 83.7	4 81.5	4 79.2
26.00	4 96.3	4 94.0	4 91.6	4 89.3	4 87.0	4 84.7	4 82.4	4 80.2
26.05	4 97.3	4 94.9	4 92.5	4 90.2	4 87.9	4 85.6	4 83.3	4 81.1
26.10	4 98.2	4 95.9	4 93.5	4 91.2	4 88.8	4 86.5	4 84.3	4 82.0
26.15	4 99.2	4 96.8	4 94.4	4 92.1	4 89.8	4 87.5	4 85.2	4 82.9
26.20	5 00.1	4 97.8	4 95.4	4 93.0	4 90.7	4 88.4	4 86.1	4 83.9

PARIS DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF PARIS AT SIXTY DAYS' SIGHT.							
	francs. 5.40	francs. 5.42½	francs. 5.45	francs. 5.47½	francs. 5.50	francs. 5.52½	francs. 5.55	francs. 5.57½
PER £	EQUAL TO A DRAFT ON LONDON AT							
francs.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
25.20	4 63.2	4 61.1	4 59.0	4 56.9	4 54.8	4 52.8	4 50.7	4 48.7
25.25	4 64.2	4 62.0	4 59.9	4 57.8	4 55.7	4 53.7	4 51.6	4 49.6
25.30	4 65.1	4 62.9	4 60.8	4 58.7	4 56.6	4 54.6	4 52.5	4 50.5
25.35	4 66.0	4 63.8	4 61.7	4 59.6	4 57.5	4 55.5	4 53.4	4 51.4
25.40	4 66.9	4 64.8	4 62.6	4 60.5	4 58.4	4 56.4	4 54.3	4 52.3
25.45	4 67.8	4 65.7	4 63.5	4 61.4	4 59.3	4 57.3	4 55.2	4 53.2
25.50	4 68.8	4 66.6	4 64.5	4 62.3	4 60.2	4 58.2	4 56.1	4 54.0
25.55	4 69.7	4 67.5	4 65.4	4 63.2	4 61.1	4 59.0	4 57.0	4 54.9
25.60	4 70.6	4 68.4	4 66.3	4 64.1	4 62.0	4 59.9	4 57.9	4 55.8
25.65	4 71.5	4 69.3	4 67.2	4 65.1	4 62.9	4 60.8	4 58.8	4 56.7
25.70	4 72.4	4 70.3	4 68.1	4 66.0	4 63.8	4 61.7	4 59.7	4 57.6
25.75	4 73.3	4 71.2	4 69.0	4 66.9	4 64.7	4 62.6	4 60.6	4 58.5
25.80	4 74.3	4 72.1	4 69.9	4 67.8	4 65.6	4 63.5	4 61.5	4 59.4
25.85	4 75.2	4 73.0	4 70.8	4 68.7	4 66.6	4 64.4	4 62.3	4 60.3
25.90	4 76.1	4 73.9	4 71.7	4 69.6	4 67.5	4 65.3	4 63.2	4 61.2
25.95	4 77.0	4 74.8	4 72.6	4 70.5	4 68.4	4 66.2	4 64.1	4 62.0
26.00	4 77.9	4 75.7	4 73.5	4 71.4	4 69.3	4 67.1	4 65.0	4 62.9
26.05	4 78.8	4 76.6	4 74.4	4 72.3	4 70.2	4 68.0	4 65.9	4 63.8
26.10	4 79.7	4 77.5	4 75.3	4 73.2	4 71.1	4 68.9	4 66.8	4 64.7
26.15	4 80.7	4 78.4	4 76.2	4 74.1	4 72.0	4 69.8	4 67.7	4 65.6
26.20	4 81.6	4 79.4	4 77.2	4 75.0	4 72.9	4 70.7	4 68.6	4 66.5

HAMBURG Remittances to London for Negotiation, compared with a direct Remittance at sixty Days' Sight, exclusive of Commission.

HAMBURG DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF HAMBURG PER BANCO MARK.							
	cents. 34½	cents. 34½	cents. 35	cents. 35½	cents. 35½	cents. 35½	cents. 36	cents. 36½
	EQUAL TO A DRAFT ON LONDON AT							
MRS. & SH. B.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
13.6	4 58.0	4 61.4	4 61.7	4 68.0	4 71.3	4 74.6	4 78.0	4 81.3
13.6½	4 59.1	4 62.4	4 65.8	4 69.1	4 72.4	4 75.7	4 79.1	4 82.4
13.7	4 60.2	4 63.5	4 66.9	4 70.2	4 73.5	4 76.9	4 80.2	4 83.5
13.7½	4 61.2	4 64.6	4 67.9	4 71.3	4 74.6	4 78.0	4 81.3	4 84.7
13.8	4 62.3	4 65.7	4 69.0	4 72.4	4 75.7	4 79.1	4 82.4	4 85.8
13.8½	4 63.4	4 66.8	4 70.1	4 73.5	4 76.8	4 80.2	4 83.5	4 86.9
13.9	4 64.5	4 67.9	4 71.2	4 74.6	4 77.9	4 81.3	4 84.7	4 87.0
13.9½	4 65.5	4 68.9	4 72.3	4 75.7	4 79.0	4 82.4	4 85.8	4 89.2
13.10	4 66.6	4 70.0	4 73.1	4 76.8	4 80.1	4 83.5	4 86.9	4 90.3
13.10½	4 67.7	4 71.1	4 74.2	4 77.8	4 81.2	4 84.6	4 88.0	4 91.4
13.11	4 68.7	4 72.1	4 75.5	4 78.9	4 82.3	4 85.7	4 89.1	4 92.5
13.11½	4 69.8	4 73.2	4 76.6	4 80.0	4 83.4	4 86.8	4 90.2	4 93.7
13.12	4 70.0	4 74.3	4 77.8	4 81.1	4 84.5	4 87.9	4 91.4	4 94.8
13.12½	4 72.0	4 75.4	4 78.8	4 82.2	4 85.6	4 89.1	4 92.5	4 95.9
13.13	4 73.0	4 76.5	4 79.9	4 83.3	4 86.7	4 90.2	4 93.6	4 97.0
13.13½	4 74.1	4 77.5	4 81.0	4 84.4	4 87.8	4 91.3	4 94.7	4 98.2
13.14	4 75.2	4 78.6	4 82.1	4 85.5	4 88.9	4 92.4	4 95.8	4 99.3
13.14½	4 76.2	4 79.7	4 83.1	4 86.6	4 90.0	4 93.5	4 96.9	5 00.4
13.15	4 77.3	4 80.8	4 84.2	4 87.7	4 91.1	4 94.6	4 98.1	5 01.5
13.15½	4 78.4	4 81.8	4 85.3	4 88.8	4 92.2	4 95.7	4 99.2	5 02.7
14.00	4 79.5	4 82.9	4 86.4	4 89.9	4 93.3	4 96.8	5 00.3	5 03.8

HAMBURG DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF HAMBURG PER BANCO MARK.							
	cents. 36½	cents. 36½	cents. 37	cents. 37½	cents. 37½	cents. 37½	cents. 38	cents. 38½
	EQUAL TO A DRAFT ON LONDON AT							
MRS. & SH. B.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
13.6	4 84.6	4 87.9	4 91.2	4 94.6	4 97.9	5 01.2	5 04.5	5 11.2
13.6½	4 85.7	4 89.0	4 92.4	4 95.7	4 99.0	5 02.3	5 05.7	5 12.4
13.7	4 86.9	4 90.2	4 93.5	4 96.9	5 00.2	5 03.5	5 06.9	5 13.6
13.7½	4 88.0	4 91.3	4 94.7	4 98.0	5 01.4	5 04.7	5 08.1	5 14.8
13.8	4 89.1	4 92.5	4 95.8	4 99.2	5 02.5	5 05.9	5 09.2	5 16.0
13.8½	4 90.3	4 93.6	4 97.0	5 00.3	5 03.7	5 07.1	5 10.4	5 17.1
13.9	4 91.4	4 94.8	4 98.1	5 01.5	5 04.9	5 08.2	5 11.6	5 18.3
13.9½	4 92.5	4 95.9	4 99.3	5 02.6	5 06.0	5 09.4	5 12.8	5 19.5
13.10	4 93.7	4 97.0	5 00.4	5 03.8	5 07.2	5 10.6	5 14.0	5 20.7
13.10½	4 94.8	4 98.2	5 01.6	5 05.0	5 08.3	5 11.7	5 15.1	5 21.9
13.11	4 95.9	4 99.3	5 02.7	5 06.1	5 09.5	5 12.9	5 16.3	5 23.1
13.11½	4 97.1	5 00.5	5 03.9	5 07.3	5 10.7	5 14.1	5 17.5	5 24.3
13.12	4 98.2	5 01.6	5 05.0	5 08.4	5 11.8	5 15.2	5 18.6	5 25.5
13.12½	4 99.3	5 02.7	5 06.2	5 09.6	5 13.0	5 16.4	5 19.8	5 26.7
13.13	5 00.4	5 03.8	5 07.3	5 10.7	5 14.2	5 17.6	5 21.0	5 27.9
13.13½	5 01.6	5 05.0	5 08.5	5 11.9	5 15.3	5 18.8	5 22.2	5 29.1
13.14	5 02.7	5 06.2	5 09.6	5 13.0	5 16.5	5 19.9	5 23.4	5 30.3
13.14½	5 03.9	5 07.3	5 10.8	5 14.2	5 17.7	5 21.1	5 24.6	5 31.5
13.15	5 05.0	5 08.4	5 11.9	5 15.4	5 18.8	5 22.3	5 25.7	5 32.7
13.15½	5 06.1	5 09.6	5 13.1	5 16.5	5 20.0	5 23.4	5 26.9	5 33.8
14.00	5 07.2	5 10.7	5 13.2	5 17.7	5 21.1	5 24.6	5 28.1	5 35.0

AMSTERDAM Remittances to London for Negotiation, compared with a direct Remittance at sixty Days' Sight, exclusive of Commission.

AMSTERDAM DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF AMSTERDAM PER FLORIN.							
	cents. 39	cents. 39½	cents. 39½	cents. 39½	cents. 40	cents. 40½	cents. 40½	cents. 40½
	EQUAL TO A DRAFT ON LONDON AT							
FLORINS & STIVERS.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
11.16	4 56.8	4 58.7	4 62.7	4 65.6	4 68.5	4 71.5	5 05.5	5 02.8
11.17	4 58.8	4 61.7	4 64.6	4 67.6	4 70.5	4 73.5	5 06.4	5 03.8
11.18	4 60.7	4 63.6	4 66.6	4 69.6	4 72.5	4 75.5	5 07.4	5 04.8
11.19	4 62.6	4 65.6	4 68.6	4 71.5	4 74.5	4 77.5	5 08.4	5 05.8
12.00	4 64.6	4 67.5	4 70.5	4 73.5	4 76.5	4 79.5	5 09.4	5 06.8
12.00½	4 65.5	4 68.5	4 71.5	4 74.5	4 77.5	4 80.5	5 10.4	5 07.8
12.01	4 66.5	4 69.5	4 72.5	4 75.5	4 78.5	4 81.5	5 11.4	5 08.8
12.01½	4 67.5	4 70.5	4 73.5	4 76.5	4 79.5	4 82.5	5 12.4	5 09.8
12.02	4 68.4	4 71.4	4 74.4	4 77.4	4 80.4	4 83.4	5 13.4	5 10.8
12.02½	4 69.4	4 72.4	4 75.4	4 78.4	4 81.4	4 84.4	5 14.4	5 11.8
12.03	4 70.4	4 73.4	4 76.4	4 79.4	4 82.4	4 85.4	5 15.4	5 12.8
12.03½	4 71.3	4 74.3	4 77.3	4 80.3	4 83.3	4 86.3	5 16.4	5 13.8
12.04	4 72.3	4 75.3	4 78.3	4 81.3	4 84.3	4 87.3	5 17.4	5 14.8
12.04½	4 73.3	4 76.3	4 79.3	4 82.3	4 85.3	4 88.3	5 18.4	5 15.8
12.05	4 74.2	4 77.3	4 80.3	4 83.4	4 86.4	4 89.4	5 19.4	5 16.8
12.05½	4 75.2	4 78.3	4 81.3	4 84.4	4 87.4	4 90.4	5 20.4	5 17.8
12.06	4 76.2	4 79.2	4 82.3	4 85.3	4 88.3	4 91.4	5 21.4	5 18.8
12.06½	4 77.1	4 80.2	4 83.3	4 86.3	4 89.3	4 92.4	5 22.4	5 19.8
12.07	4 78.1	4 81.2	4 84.2	4 87.3	4 90.4	4 93.4	5 23.4	5 20.8
12.07½	4 79.1	4 82.2	4 85.2	4 88.3	4 91.4	4 94.4	5 24.4	5 21.8
12.08	4 80.1	4 83.1	4 86.2	4 89.3	4 92.4	4 95.4	5 25.4	5 22.8

AMSTERDAM Remittances to London—*continued.*

AMSTERDAM DRAFTS SOLD AT LONDON.	UNITED STATES QUOTATION OF AMSTERDAM PER FLORIN.							
	cents. 41	cents. 41½	cents. 41¾	cents. 41½	cents. 42	cents. 42½	cents. 43	cents. 43½
	EQUAL TO A DRAFT ON LONDON AT							
FLORINS & STIVERS.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
11.16	4 80.2	4 83.2	4 86.1	4 89.0	4 92.0	4 97.8	5 03.7	5 09.5
11.17	4 82.2	4 85.2	4 88.2	4 91.1	4 94.0	4 99.9	5 05.8	5 11.7
11.18	4 84.3	4 87.3	4 90.2	4 93.2	4 96.1	5 02.0	5 07.9	5 13.9
11.19	4 86.4	4 89.3	4 92.3	4 95.3	4 98.2	5 04.1	5 10.1	5 16.0
12.00	4 88.4	4 91.4	4 94.3	4 97.3	5 00.3	5 06.3	5 12.2	5 18.2
12.00½	4 89.4	4 92.4	4 95.4	4 98.4	5 01.3	5 07.3	5 13.3	5 19.3
12.01	4 90.4	4 93.4	4 96.4	4 99.4	5 02.4	5 08.4	5 14.3	5 20.3
12.01½	4 91.4	4 94.4	4 97.4	5 00.4	5 03.4	5 09.4	5 15.4	5 21.4
12.02	4 92.5	4 95.5	4 98.5	5 01.5	5 04.5	5 10.5	5 16.5	5 22.5
12.02½	4 93.5	4 96.5	4 99.5	5 02.5	5 05.5	5 11.5	5 17.5	5 23.6
12.03	4 94.5	4 97.5	5 00.5	5 03.5	5 06.6	5 12.6	5 18.6	5 24.6
12.03½	4 95.5	4 98.5	5 01.5	5 04.6	5 07.6	5 13.6	5 19.7	5 25.7
12.04	4 96.5	4 99.6	5 02.6	5 05.6	5 08.6	5 14.7	5 20.7	5 26.8
12.04½	4 97.5	5 00.6	5 03.6	5 06.7	5 09.7	5 15.7	5 21.8	5 27.9
12.05	4 98.6	5 01.6	5 04.6	5 07.7	5 10.7	5 16.8	5 22.9	5 29.0
12.05½	4 99.6	5 02.6	5 05.7	5 08.7	5 11.8	5 17.9	5 23.9	5 30.0
12.06	5 00.6	5 03.7	5 06.7	5 09.8	5 12.8	5 18.9	5 25.0	5 31.1
12.06½	5 01.6	5 04.7	5 07.7	5 10.8	5 13.8	5 20.0	5 26.1	5 32.2
12.07	5 02.6	5 05.7	5 08.8	5 11.8	5 14.9	5 21.0	5 27.1	5 33.3
12.07½	5 03.7	5 06.7	5 09.8	5 12.9	5 15.9	5 22.1	5 28.2	5 34.4
12.08	5 04.7	5 07.7	5 10.8	5 13.9	5 17.0	5 23.1	5 29.3	5 35.4

TABLE showing the Rate of Exchange realised by a Shipment of Spanish, Mexican, United States, or other Dollars, from New York to London.

London price per ounce.		PREMIUM ON DOLLARS IN NEW YORK.											
Pence.	par.	½ per ct.	1 per ct.	1½ p. ct.	2 per ct.	2½ p. ct.	3 per ct.	3½ p. ct.	4 per ct.	4½ p. ct.	5 per ct.		
57½	109.52	110.00	110.61	111.10	111.70	112.25	112.80	113.35	113.89	114.44	114.99		
57½	109.28	109.82	110.37	110.92	111.46	112.01	112.55	113.10	113.65	114.19	114.74		
57½	109.04	109.59	110.13	110.68	111.22	111.77	112.31	112.86	113.40	113.95	114.49		
57½	108.80	109.35	109.89	110.44	110.98	111.52	112.07	112.61	113.16	113.70	114.24		
	108.57	109.11	109.65	110.20	110.74	111.28	111.83	112.37	112.91	113.45	114.00		
	108.34	108.88	109.42	109.96	110.50	111.04	111.58	112.13	112.67	113.21	113.75		
58½	108.10	108.64	109.18	109.72	110.26	110.80	111.34	111.88	112.43	112.97	113.51		
58½	107.87	108.41	108.95	109.49	110.03	110.57	111.11	111.65	112.18	112.72	113.26		
58½	107.64	108.18	108.72	109.25	109.79	110.33	110.87	111.41	111.94	112.48	113.02		
58½	107.41	107.95	108.48	109.02	109.56	110.09	110.63	111.17	111.70	112.24	112.78		
58½	107.18	107.72	108.25	109.79	109.32	109.86	110.40	110.93	111.47	112.00	112.54		
57½	106.95	107.49	108.02	108.56	109.09	109.62	110.16	110.69	111.23	111.76	112.30		
59	106.73	107.26	107.79	108.33	108.86	109.39	109.93	110.46	110.99	111.53	112.06		

Example.—Mexican dollars costing 1½ per cent premium, and sold in London at 58½ pence per ounce, are equal to an exchange of 409.96.

The intermediate prices for dollars are found by taken the difference as follows, viz. :—

Dollars, at 1½ per cent, and 58 pence 1 per cent, equal to 109.65
 1½ " " equal to 110.20

Difference.....

56

One half of this, or 27½, added to 109.65, equal to 109.92.

THE following is an account of sovereigns, as a remittance to London:—

1000 sovereigns, bought in New York, at 4 90 dollars	dollars.	4,900 00
Packing shipping, bills of lading, &c.....	dollars	3 50
Marine insurance, $\frac{1}{2}$ per cent; policy, 1 25 dollars.....	25 75	
	29 25	
Total cost in New York	4,929 25	
Value in London	£ s. d.	1,000 0 0
Freight, $\frac{1}{2}$ per cent; primage, 5 per cent.....	5 5 0	
Landing charges, postages, &c.....	15 0	
	6 0 0	
Proceeds	994 0 0	
4,929 25 dollars would buy a bill at 110.60 per cent for.....	£ s. d.	1,002 15 5
Less 63 days' interest, at 5 per cent.....	8 15 5	
	994 0 0	
No commission is paid, or is included in this calculation.		

THE following statement shows the equivalent of a bill at different prices of sovereigns in New York :—

	dollars.	dollars.	dollars.	dollar.	dollars.	dollars.	dollars.	dollars.
Price of sovereigns in United States	4 82	4 83	4 84	4 85	4 86	4 87	4 88	4 89
Equal to a bill at per cent.....	108.80	109.03	109.25	109.48	109.70	109.93	110.15	110.38

CHAPTER XXXVI.

MINT OF THE UNITED STATES.

THE earliest metallic currency of each colony consisted chiefly of the coins of the mother country. In Massachusetts, however (and doubtless in all the settlements), specie was so scarce, that for many years it was common to pay taxes, and to carry on internal trade, by transferring at certain rates, cattle, skins, and the products of the soil.* Various considerations, enhanced by the inconvenience and uncertainty of such a medium, induced the Massachusetts colony, in 1652, to establish a mint. The law enacted for that purpose, provided for the coinage of shillings, sixpences, and threepences, to be of the fineness of sterling silver (925 thousandths), and by a reduction of weight, to be "twopence in the shilling of less valem than the English coyne."[†] This New England mint met with much opposition from the British crown, whose prerogative was supposed to have been invaded by its operations; but it continued in existence more than thirty years, during which time a considerable amount of coin was issued. These coins are now extremely scarce, and indeed are not to be found except in the

See Felt's "Historical Account of the Massachusetts Currency, 1839." This work contains much interesting and valuable information.

[†] The mint indenture, or contract, required that the shilling should weigh seventy-two grains, and the smaller pieces in proportion. As the English shilling of those days weighed ninety-three grains, there appears an unaccountable miscalculation. An abatement of one-sixth of the value would have made seventy-seven grains and a half.

cabinets of the curious. The shilling only of this mint is known; the best specimens of which, at this day, weigh from sixty-four to sixty-seven grains, and by a recent assay is proved to be 926 thousandths fine; the intrinsic value, therefore, was about sixteen cents and two-thirds. They are a rude kind of coinage, very thin, and of various diameters; and there is some variety in the impressions; but the date of 1652 appears on all of them. The device of a *pine-tree* on one side, has given to the series the common designation of the "pine-tree coinage." They were taken in England at a discount of one-fourth of their colonial value.

In Maryland, silver and copper coins were issued in 1662. These pieces were to be equivalent to the British, but in reality were not much heavier than the shillings coined at Boston.

These were the only silver moneys coined previous to the American revolution. There were various pieces of copper coined at different periods; as, in 1694, the halfpenny for the Carolinas, a twopenny-piece and penny in 1723, another penny in 1733, and a halfpenny for Virginia in 1773. After the revolution, and before the establishment of the national mint, there were various issues of silver and copper, by states, and by individuals.

As the population and trade of the colonies increased, foreign gold and silver coins found their way into the country, and became a part of the circulating medium. These were chiefly the guinea, the joe and half-joe, the doubloon and pistole, in gold; the dollar, the pistareen, and the British shilling and sixpence, in silver. French crowns were not known until the revolution, when they became common. Of the specie currency, the Spanish American dollar, formed the chief circulation, and it became the effective standard, or unit, of the money of the republic.

The pound of the colonies was at first the same as the pound sterling of England, being simply a money of account. This rate, in process of time, became greatly altered, in consequence of excessive issues of paper by the colonial authorities; but, as these issues were greater in some of the colonies than in others, the proportion was both unequal and complicated. The following were the rates of the colonial pounds, in sterling pounds and Spanish dollars, after the revolution:—

NAMES.	New England and Virginia.	New York and North Carolina.	Middle States.	South Carolina and Georgia.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Pound sterling.....	1 6 8	1 15 6½	1 13 4	1 0 88.9
Spanish dollar.....	0 6 0	0 8 0	0 7 6	0 4 8

When peace was concluded, Congress directed the financier of the confederation, Robert Morris, to lay before them his views upon the subject of coins and currency. The report was presented early in 1782, and is stated by Mr. Jefferson to have been the work of the assistant financier, Gouverneur Morris.

He first laboured to harmonise the moneys of all the states ; and found that the one-thousand four hundred and fortieth part of a dollar (Spanish) was a common divisor for the various currencies. Starting with this fraction as his unit, he proposed the following table of moneys :—

Ten units to be equal to one penny.

Ten pence one bill.

Ten bills one dollar (about two-thirds of the Spanish dollar).^{*}

Ten dollars one *crown*.^{*}

The report contains this observation : “ Although it is not absolutely necessary, yet it is very desirable, that money should be increased in a decimal ratio ; because, by that means, all calculations of interest, exchange, insurance, and the like, are rendered much more simple and accurate, and of course more within the power of the great mass of the people.”

The subject was discussed repeatedly in Congress, but no further step was taken until 1784, when Mr. Jefferson, on behalf of a committee appointed for the purpose, brought in a report, disagreeing with that of the financier, except as to the decimal system. The following remarks occur in this document :— “ The most easy ratio of multiplication and division, is that of ten. Every one knows the facility of decimal arithmetic. Every one remembers, that when learning money arithmetic, he used to be puzzled with adding the farthings, taking out the fours, and carrying them on ; adding the pence, taking out the twelves, and carrying them on ; adding the shillings, taking out the twenties, and carrying them on ; but when he came to the pounds, where he had only tens to carry forward, it was easy and free from error. The bulk of mankind are schoolboys through life. Certainly, in all cases, where we are free to choose between easy and difficult modes of operation, it is most rational to choose the easy. The financier, therefore, in his report, well proposes that our coins should be in decimal proportions to one another.”

He disapproved of the *unit* of Mr. Morris, first, on account of its diminutive size : “ A horse or bullock of eighty dollars’ value would require a notation of six figures, to wit, 115,200 units ;” secondly, because of its want of correspondence in value with any known coins. In lieu of this the Spanish dollar was proposed, as being of convenient size, capable of easy actual division, and familiar to the minds of the people. It was added that the course of our commerce would bring us more of this than of any other foreign coin ; and besides, the dollar was all ready as much referred to as a measure of value, as the respective provincial pounds. Upon this basis it was proposed to strike four coins, viz :—

^{*} This last coin was to be of gold. He apologised for introducing the name of *crown*, in a country where that emblem had lost favour, by stating that his project was to have on the coin the representation of an Indian, with a bow in his left hand, and thirteen arrows in the right, with his right foot on a crown.—*Spark’s Life of Gouverneur Morris*, i. 273.

A golden piece of the value of ten dollars.

A dollar in silver.

A tenth of a dollar, also in silver.

A hundredth of a dollar, in copper.

The assistant financier conceded something to Mr. Jefferson's views, but adhered to the main principles of his own scheme. But Congress, in 1785, adopted Mr. Jefferson's report, and in the following year made legal provision for a coinage upon that basis.*

All these proceedings were, of course, under the *Confederation*, which lasted from 1778 to 1787. An article in that compact provided as follows: "The United States, in Congress assembled, shall have the sole and exclusive right and power of regulating the alloy and value of coin struck by their own authority, or by that of the respective states." Some of the states issued copper coins during that period. How long they continued current cannot be stated; but at this day those of them that remain are in the custody of coin-collectors. The cent of Massachusetts varies in weight from 148 to 164 grains; the New Jersey piece, 128 to 154 grains; the Connecticut coin is the most irregular, varying from 96 to 144 grains. The Vermont cent, of 1786, weighs about 110 grains. There are also other varieties, particularly the "Nova Constellatio," of thirteen stars, and another piece with the same significant number of *stars*, conjoined, both of which were coined in Massachusetts.†

The constitution of 1787 vested the right of coinage solely in the general government. The establishment of a mint was, however, still delayed. In the report on moneys, weights, and measures, made to Congress, in 1790, by Mr. Jefferson, then secretary of state, it was remarked: "The experiment made by Congress, in 1786, by declaring that there should be one money of account and payment through the United States, and that its parts and multiples should be in a decimal ratio, has obtained such general approbation, both at home and

* The interest taken in this subject by General Washington, and his approval of Mr. Jefferson's plan, appear by the following passage in a letter to Mr. Grayson, member of Congress:—

"I thank you for the several articles of intelligence contained in your letter, and for the propositions respecting a coinage of gold, silver, and copper; a measure which, in my opinion, has become indispensably necessary. Mr. Jefferson's ideas upon this subject are plain and simple; well adapted, I think, to the nature of the case, as he has exemplified it by the plan. Without a coinage, or unless some stop can be put to the cutting and clipping of money, our dollars, pistareens, &c., will be converted, as Teague says, into *five* quarters; and a man must travel with a pair of scales in his pocket, or run the risk of receiving gold at one-fourth less by weight than it counts." (*Writings of Washington*, edited by Sparks, ix. 125.)

The illustrious father of his country took a lively interest in the national coinage. The mint was repeatedly noticed in his messages to Congress. (See Sparks, xii. 25, 32, 53, 63.) It was his practice, whilst president, to visit the institution frequently; the seat of government being then at Philadelphia.

† In this place it may be proper to notice a coinage of silver, bearing the name of "J. Chalmers, Annapolis," and dated 1783. The specimens reserved in the collection at the mint, are a shilling, sixpence, and threepence, weighing 57, 27, and ten grains respectively; of course very carelessly proportioned.

abroad, that nothing seems wanting but the actual coinage, to banish the discordant pounds, shilling, pence, and farthings of the different states, and to establish in their stead the new denominations."

On the 2nd of April, 1792, a code of laws was enacted for the establishment and regulation of the mint, under which, with slight amendments, the coinage was executed for forty-two years.

The denominations of coin, with their rates, were as follows:—

GOLD. The eagle of ten dollars, to weigh 270 grains, the half and quarter in proportion; all of the fineness of 22 carats, or 917 thousandths.

SILVER. The dollar of 100 cents, to weigh 416 grains; the half-quarter, tenth or dime, and twentieth or half-dime, in proportion; the fineness to be 1485 parts in 1664,* or 892·4 thousandths.

COPPER. The cent, to weigh 264 grains; the half-cent in proportion.

Since the act of 1792, the following alterations in the standards have been made:—

On the 14th of January, 1793, the weight of the cent was reduced to 208 grains; the half cent in proportion.†

January 26th, 1796. President Washington issued a proclamation (as he had been empowered to do by law,) that, "on account of the increased price of copper, and the expence of coinage," the cent would be reduced to 7 dwts. or 168 grains, and the half-cent in proportion. The copper coins have since remained at this standard.

June 28th, 1834. An act was passed, changing the weight and fineness of the gold coins, and the relative value of gold to silver. Before stating the alterations, it may be proper to observe, that the estimate of gold as being worth fifteen times as much as silver, which was the original basis, was found too low at the market value; which, although always fluctuating, was nearer sixteen to one, upon a general average. The effect of the legal proportions was to reduce the coinage of gold, and to restrain its circulation; being always at a premium, the coin was immediately exported to Europe, in the course of trade, and there quickly wrought into other shapes.

In June, 1834, the weight of the eagle was reduced by law to 258 grains (the parts in proportion), of which 232 grains must be fine gold, making the fineness

* This was an arithmetical nicety, deduced from a weight of 416 grains, of which 371½ grains must be fine metal; this being considered the average contents of a Spanish dollar. The estimate was slightly erroneous, and makes our dollar of a little less value; the effect of which has been beneficial to our national coinage, as the difference, though not appreciable in ordinary currency, makes a considerable gain upon recoinage in large sums. See letter of Dr. Moore, late director of the mint, to a select committee of Congress, in 1832.

† The mint was not fully in operation until January, 1795. Before that time it was rather engaged in experimenting, hence the variety of specimens, in silver and copper, anterior to that date, which are now so much in request among the virtuosi. The most noted of these is the Washington cent.

21 carats $2\frac{1}{4}$ car. grains, or $899\frac{885}{1000}$. This was an increase of $6\frac{681}{1000}$ per cent on the former value of gold. The silver coinage was not changed.

The standard of nine-tenths fine, as adopted in France and some other countries, was obviously the most simple, and upon every consideration, the most suitable. To bring the silver coins to that proportion, without changing the amount of fine silver in them, it was only necessary to put less copper, by three grains and a half, in the dollar, reducing its weight to $412\frac{1}{2}$ grains. The weight of the gold was not to be changed, but the fineness increased about three-fourths of one-thousandth, a difference far within the scope of the legal allowance, and hardly appreciable. These proportions were incorporated in a consolidated code of Mint Laws, enacted by Congress, in January, 1837. By that act, the eagle is to be 900-thousandths fine, and to weigh 258 grains; the half and quarter in proportion; and the dollar, at the same fineness, to weigh $412\frac{1}{2}$ grains; the parts in proportion.* The allowed deviation in fineness, for gold, is from 898 to 902; for silver, 897 to 903.†

The following is a recapitulation of the various standards, of the gold and silver coins :—

DATE.	GOLD EAGLE.		SILVER DOLLAR.	
	Weight.	Fineness.	Weight.	Fineness.
	grains.	thousandths.	grains.	thousandths.
Act of April 2, 1792.....	270	916.7	416	892.4
Act of June 28, 1814.....	258	899.2		
Act of January, 18, 1837.....	258	900	412.5	900

Until the year 1835, there was but one mint, which was established at Philadelphia. In that year three *branches* of the mint were created by act of Congress. Two of these, for the coinage of gold only, were to be situated at the towns of Charlotte, in North Carolina, and Dahlonega, in Georgia—central points of the gold mining region: The third branch was for both gold and silver, at New Orleans, the commercial emporium of the south-west. These three institutions, which, in the view of the law are not distinct mints, but rather branches of the mint, are respectively managed by superintendents, who are under the control of the director of the chief mint. The branches went into operation in the year 1838. Their coinage is uniform with that of the establishment at Philadelphia, being systematically tested there for approval.

The whole mint establishment, thus constituted, is itself a branch of the treasury department of the general government, and is under the supervision of the secretary of the treasury.

The whole coinage of the United States, during the year 1843, amounts to

* The relative value, therefore, of silver to gold, is 15.9894 to 1.

† The practical limits here, are, for gold, 899 to 901; silver 898 to 902.

within a small fraction of 12,000,000 dollars, and exceeds, by more than one-half, that of any former year. Of this coinage, more than 8,000,000 dollars is in gold; showing a greater proportion to silver than has heretofore been presented.

The branch mints at Charlotte and Dahlonega, have each coined nearly double the amount which they have reached in any former year, and the New Orleans mint nearly quadruple.

The production of the gold mines of the United States, as indicated by the amount sent to the mints, exceeds that of any former year.

The following is a statement of deposits and coinage at the mint of the United States and branches, for the year ending 31st December, 1843 :—

DEPOSITS of Gold.

MINTS.	United States Coins, Old Standard.	Foreign Coins.	United States Bullion.	Foreign Bullion.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
Charlotte, North Carolina.....	....	....	272,064	....	272,064
Dahlonega, Georgia.....	....	....	570,080	....	570,080
New Orleans.....	1,257	3,081,902	22,573	33,198	3,138,990
Philadelphia.....	26,994	3,548,632	180,728	351,453	4,107,807
Total.....	28,251	6,630,594	1,045,445	384,651	8,088,941

DEPOSITS of Silver, and Total of Gold and Silver.

MINTS.	SILVER.				Total Gold and Silver.
	Foreign Coins.	Foreign Bullion.	United States Bullion.	TOTAL.	
	dollars.	dollars.	dollars.	dollars.	dollars.
Charlotte, North Carolina.....	....	....	....	....	272,064
Dahlonega, Georgia.....	....	....	....	....	570,080
New Orleans.....	1,359,621	24,699	....	1,384,320	4,523,310
Philadelphia.....	2,101,198	247,992	8640	2,357,830	6,465,637
Total.....	3,460,819	272,691	8640	3,742,150	11,831,091

GOLD Coined.

MINTS.	Eagles.	Half Eagles.	Quarter Eagles.	Value.	
	pieces.	pieces.	pieces.	dollars	cts.
Charlotte, North Carolina.....	....	44,353	26,096	287,005	00
Dahlonega, Georgia.....	....	98,452	36,209	582,782	50
New Orleans.....	175,165	101,075	368,002	3,177,000	00
Philadelphia.....	75,402	611,205	100,546	4,062,010	00
Total.....	250,624	855,085	530,853	8,108,797	50

SILVER Coined.

MINTS.	Dollars.	Half Dollars.	Quarter Dollars.	Dimes.	Half Dimes.	Value.
	pieces.	pieces.	pieces.	pieces.	pieces.	dollars.
Charlotte, North Carolina..	....	....	....	....	....	....
Dahlonega, Georgia.....	....	2,268,000	968,000	150,000	....	1,891,000
New Orleans.....	....	3,844,000	645,600	1,370,000	1,165,000	2,443,750
Philadelphia.....	165,100	....	....	....	....	....
Total.....	165,100	6,112,000	1,613,600	1,520,000	1,165,000	3,834,750

DEPOSITS of Gold at the United States Mint from United States Mines.

PERIOD.	Virginia.	North Carolina.	South Carolina.	Georgia.	Tennessee.	Alabama.	Various sources.	Total at U. S. Mint.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1824.....	.....	5,000	.....	.....	.....	.....	.....	5,000
1825.....	.....	17,000	.....	.....	.....	.....	.....	17,000
1826.....	.....	20,000	.....	.....	.....	.....	.....	20,000
1827.....	.....	21,000	.....	.....	.....	.....	.....	21,000
1828.....	.....	46,000	.....	.....	.....	.....	.....	46,000
1829.....	2,500	134,000	3,500	.....	.....	.....	.....	140,000
1830.....	24,000	204,000	20,000	212,000	.....	.....	.....	466,000
1831.....	26,000	204,000	22,000	176,000	1,000	.....	1,000	520,000
1832.....	35,000	458,000	45,000	140,000	1,000	.....	.....	678,000
1833.....	104,000	475,000	66,000	216,000	7,000	.....	.....	868,000
1834.....	62,000	380,000	38,000	415,000	3,000	.....	.....	896,000
1835.....	60,400	263,500	42,400	319,900	100	.....	12,200	694,500
1836.....	62,000	148,100	55,200	201,400	300	.....	.....	467,000
1837.....	52,100	116,000	20,400	83,600	.....	.....	.....	282,000
1838.....	55,000	66,000	11,000	36,000	1,500	.....	200	171,700
1839.....	57,600	53,500	6,300	20,300	300	500	.....	138,500
1840.....	38,905	36,804	5,319	91,113	104	4,431	.....	176,766
1841.....	25,736	76,431	3,440	139,796	1,212	1,863	.....	246,478
1842.....	42,163	61,629	223	150,276	.....	5,579	13,717	273,587
1843.....	48,148	62,873	5,099	56,619	2,788	4,786	415	180,728
Total.....	604,642	2,939,737	360,841	2,258,004	18,304	17,159	27,533	6,316,259

DEPOSITS of Gold at the Branch Mints from United States Mines.

Y E A R S.	Branch Mint at Charlotte, North Carolina.	Branch Mint at Dahlonega, Georgia.	Branch Mint at New Orleans.	Total at the Branch Mints.	Total Deposits of the United States Gold.
	dollars.	dollars.	dollars.	dollars.	dollars.
1838.....	127,000	135,700	700	263,400	435,100
1839.....	126,836	113,035	6,869	246,740	385,240
1840.....	124,726	121,858	2,835	249,419	426,185
1841.....	129,847	161,974	1,818	293,639	542,117
1842.....	174,508	323,372	5,630	503,510	777,097
1843.....	272,064	570,060	22,573	864,717	1,045,445
Total.....	954,981	1,426,019	40,425	2,421,425	3,611,184

AMOUNT of Gold Coined Annually.

MINTS AND PERIODS.	Eagles.	Half Eagles.	Quarter Eagles.	TOTAL OF GOLD.	
				Number.	Value.
	pieces.	pieces.	pieces.	pieces.	dollars.
Charlotte, N. C.—1838.....	.....	12,886	7,894	20,780	84,165
" 1839.....	.....	23,467	18,173	41,640	162,767
" 1840.....	.....	18,994	12,834	31,828	127,055
" 1841.....	.....	21,467	10,361	31,748	133,038
" 1842.....	.....	27,480	8,612	36,122	159,005
" 1843.....	.....	44,353	26,096	70,449	287,065
Total.....	.....	148,647	83,920	232,567	953,035
Dahlonega, Ga.—1838.....	.....	20,583	.....	20,583	102,915
" 1839.....	.....	18,939	13,674	32,613	128,880
" 1840.....	.....	22,806	3,533	26,339	123,310
" 1841.....	.....	30,495	4,161	31,659	162,885
" 1842.....	.....	59,608	4,643	64,251	309,648
" 1843.....	.....	98,452	36,209	134,661	582,782
Total.....	.....	250,973	62,222	313,195	1,410,420
New Orleans—1838.....	.....	.....	9,306	9,306	23,480
" 1839.....	.....	30,400	26,200	56,600	217,500
" 1840.....	2,500	8,350	7,380	18,230	85,200
" 1842.....	27,400	16,400	19,800	63,600	405,500
" 1843.....	175,162	701,075	308,002	644,239	3,177,000
Total.....	205,062	156,225	430,778	792,065	3,908,690
Sum of totals.....	205,062	535,845	576,920	1,337,827	6,272,145

The following Statement exhibits the Amount of Silver coined at the Branch Mints:

MINTS AND PERIODS.	Half Dollars.	Quarter Dollars.	Dimes.	Half Dimes.	TOTAL OF SILVER.	
					Number.	Value.
	pieces.	pieces.	pieces.	pieces.	pieces.	dollars.
New Orleans—1838.....	.....	.....	403,430	.....	402,430	40,243
" 1839.....	116,000	.....	1,291,600	1,060,030	2,407,300	240,180
" 1840.....	855,100	425,200	1,175,000	935,000	3,200,600	698,100
" 1841.....	401,000	452,000	2,007,500	815,000	3,675,500	555,900
" 1842.....	947,000	760,000	2,020,000	350,000	4,096,000	890,350
" 1843.....	2,308,000	968,000	180,000	.....	3,386,000	1,891,000
Total	4,597,100	2,614,200	7,046,500	3,160,000	17,417,830	2,814,753

It would seem, from the official report of Mr. Patterson, that no coinage of silver has ever been made at the other branch mints.

The following table shows the total number of pieces, and the value of the same, coined at the several branch mints:

YEARS.	CHARLOTTE, N. C.		DAHLONEGA, GEORGIA.		NEW ORLEANS.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
	number.	dollars.	number.	dollars.	number.	dollars.
1838.....	20,780	84,165	20,583	102,915	402,430	40,243
1839.....	41,640	102,767	32,613	128,880	2,476,996	283,650
1840.....	31,828	127,055	26,428	123,310	3,446,900	915,600
1841.....	31,748	133,038	34,659	162,885	3,693,730	640,200
1842.....	36,122	150,005	64,251	309,648	4,150,600	1,295,750
1843.....	70,449	287,005	134,601	582,782	4,030,239	4,568,000
Total.....	232,507	953,035	313,195	1,410,420	18,209,895	7,723,443

STATEMENT of the Deposits for Coinage, and Coinage at the Mint of the United States and its Branches, in the Year 1844.

DEPOSITS.	Value.	COINAGE.	Pieces.	Value.
	dollars.		number.	dlrs. c
GOLD.				
From mines in the United States.....	967,200	Eagles	125,061	
Coins of the United States, old standard	32,872	Half eagles	817,583	
Foreign coins	4,263,640	Quarter eagles	35,738	5,428,230 00
Foreign bullion	119,417			
Total of gold.....	5,383,129	COPPER.		
		Cents	2,398,752	23,987 52
SILVER.				
Bullion from the United States.....	30,847	Dollars.....	20,000	
Foreign bullion.....	84,176	Half dollars.....	3,771,000	
Foreign coins.....	2,160,519	Quarter dollars.....	1,161,200	
		Dimes.....	72,500	
Total of silver.....	2,275,492	Half dimes.....	650,000	2,235,550 00
Total.....	7,658,621	Total value.....	....	7,087,767 52

COINAGE of the Mint of the United States in the Several Years from its Establishment, in 1792, and Including the Coinage of the Branch Mints from the Commencement of their Operations, in 1838.

YEARS.	GOLD.		SILVER.		COPPER.		WHOLE COINAGE.	
	Value.		Value.		Value.		Pieces.	Value.
	dollars	cts.	dollars	cts.	dollars	cts.	number.	dollars cts.
1793 } 1794 } 1795 }	71,485	00	370,683	80	11,373	00	8834,420	452,541 80
1796.....	102,737	50	79,077	50	10,324	40	1,219,370	192,129 40
1797.....	103,422	50	12,591	45	9,510	34	1,095,105	125,524 29
1798.....	205,610	00	230,291	00	9,797	00	1,306,241	545,098 00
1799.....	213,285	00	423,515	00	9,106	68	1,365,641	645,906 68
1800.....	317,780	00	224,206	00	29,279	40	3,337,972	571,335 40
1801.....	422,570	00	74,758	00	13,628	37	1,571,350	510,956 37
1802.....	423,310	00	58,343	00	34,422	83	3,615,869	516,075 83
1803.....	288,377	50	67,118	00	25,203	03	2,780,830	370,698 03
1804.....	288,642	50	100,340	50	12,844	94	2,046,839	371,827 94
1805.....	170,367	50	149,388	50	13,463	48	2,200,361	333,239 48
1806.....	324,505	00	471,919	00	5,260	00	1,815,409	801,064 00
1807.....	437,495	00	597,446	75	9,632	21	2,731,345	1,044,595 75
1808.....	284,605	00	684,300	00	13,090	00	2,935,888	982,055 00
1809.....	169,375	00	707,376	00	8,901	53	2,861,834	894,732 53
1810.....	501,435	00	638,775	50	15,660	00	2,656,418	1,153,808 50
1811.....	437,903	00	608,840	00	2,495	95	1,649,570	1,108,740 95
1812.....	290,435	00	814,429	50	10,755	00	2,761,646	1,115,219 50
1813.....	477,140	00	620,951	50	4,180	00	1,755,331	1,102,271 50
1814.....	77,270	00	561,687	50	3,576	30	1,833,859	642,555 30
1815.....	3,175	00	17,308	00	.....	.....	69,867	20,483 00
1816.....	.....	.....	28,575	75	28,209	82	2,888,135	56,785 82
1817.....	.....	.....	607,783	50	39,464	00	5,163,967	647,267 00
1818.....	242,940	00	1,070,434	50	31,070	00	5,537,084	1,345,064 50
1819.....	258,615	00	1,140,000	00	26,710	00	5,074,723	1,425,323 00
1820.....	1,319,030	00	501,080	70	44,075	50	6,402,509	1,864,786 70
1821.....	189,323	00	825,762	45	3,890	00	3,130,240	1,016,977 45
1822.....	88,980	00	805,806	50	20,723	39	3,813,788	915,109 39
1823.....	72,425	00	895,550	00	.....	.....	2,166,465	567,975 00
1824.....	93,200	00	1,752,477	00	12,620	00	4,786,894	1,859,297 00
1825.....	156,885	00	1,564,583	00	14,090	00	5,176,760	1,735,894 00
1826.....	92,245	00	2,002,090	00	10,344	25	5,774,434	2,110,679 25
1827.....	131,565	00	2,809,200	00	23,577	32	6,087,845	3,024,342 32
1828.....	140,145	00	1,573,600	00	26,630	24	6,100,633	1,741,381 24
1829.....	293,717	50	1,994,578	00	16,580	00	7,674,501	2,806,875 00
1830.....	643,106	00	2,495,429	00	17,115	00	8,357,191	3,153,620 00
1831.....	174,374	00	3,175,600	00	33,603	60	11,732,284	3,922,478 60
1832.....	798,435	00	2,579,000	00	23,620	00	9,128,387	3,401,035 00
1833.....	978,550	00	2,789,000	00	28,160	00	10,307,790	3,765,710 00
1834.....	3,954,270	00	3,415,002	00	19,151	00	11,637,643	7,386,423 00
1835.....	2,186,175	00	3,443,003	00	39,499	00	15,996,842	5,666,667 00
1836.....	4,135,700	00	3,606,100	00	23,100	00	13,719,333	7,764,900 00
1837.....	1,148,305	00	2,006,010	00	55,543	00	13,010,721	3,299,898 00
1838.....	1,809,593	00	2,333,243	00	63,702	00	15,780,311	4,206,540 00
1839.....	1,355,885	00	2,149,296	00	31,246	61	11,811,594	3,576,467 61
1840.....	1,675,392	50	1,720,703	00	24,027	00	10,558,240	3,426,632 50
1841.....	1,091,597	50	1,132,750	00	15,973	87	8,411,068	2,240,321 87
1842.....	1,834,170	50	2,332,710	00	23,833	90	11,743,153	4,190,754 90
1843.....	8,108,797	50	3,834,750	00	24,283	20	14,010,382	11,967,830 20
1844.....	5,428,230	00	2,235,550	00	23,987	52	9,051,834	7,487,767 52
Total.....	44,562,918	00	64,620,234	90	1,003,608	48	293,209,905	110,177,761 38

Rowan Gold Mines.—It is stated in the *Salisbury Watchman*, "that there is in Rowan county, North Carolina, the richest gold mine that has yet been discovered in the United States: It is a small vein, from four to twelve inches wide; many bushels of the material taken from it, have overgone 200 dollars to the bushel, and some as high as 500 dollars." It is also stated in the *Mecklenburg Jeffersonian*, "that 11,876 dwts. of gold had been taken from it by seven hands about a month since. As might be expected, in so small a vein, the water soon became unmanageable, and they began again at the surface, and struck a vein parallel to the first, and nearly as rich as that. These veins, as also all those in that region, are believed to increase in richness and size as they descend.

There are six or eight other mines in the same region, of extraordinary richness and different in many particulars from the other vein mines in North Carolina."

Georgia Gold Mines.—Extract from a letter from a citizen of Georgia to a member of Congress from that state.

" *Dahlonega, June 7, 1842.*

" Mr. Calhoun's mine is still doing wonders ; it is the real *El Dorado*. In eighteen days from the time the mine was opened, and ending the 28th ultimo, the amount deposited and assayed at the mint is 6027 dollars 29 cents. The amount dug last week, after burning off the quicksilver, and deposited this morning at the mint is 269 ¹⁰/₁₀₀ ounces, or 5387 dwts. before melting.

" A mine was discovered in Cherokee about two months since, the product of which, as I am informed by several persons, is one pound of gold per day to four hands.

DAILY Product of Mr. Calhoun's Mine.

D A T E S.	Products.
	dwts.
May 30.....	630
May 31.....	590
June 1.....	1118
June 2.....	1893
June 3.....	1100
Total.....	5331

" The *Augusta* (Georgia) *Constitutionalist* says, ' It is well, perhaps, that the Dahlonega branch mint has not discontinued, as was proposed last winter—the operations increasing in importance by the recent discovery of more productive veins of gold ' "

Silver Mines in North Carolina.—The Washington Mining Company was incorporated by an act of the General Assembly of North Carolina, in January, 1839, with a capital of 500,000 dollars, divided into shares of 100 dollars each. The charter privileges extend to a period of fifty years. The mine worked is situated in Davidson county, North Carolina, ten miles south-east of Lexington.

The estate in which the mining establishment is situated, and on which about sixty buildings have been erected, contains 466 acres, and was sold to the company in 1840, for 479,500 dollars.

In the descriptive portion of the report of 1842, it is stated that, at the forty-foot level, the yield of the ore, when dressed, was about fifty per cent of lead, and from twenty to 120 ounces of silver to the ton of lead. The value of the silver varied from one dollar eighty cents, to two dollars eighty cents per ounce ; its price being enhanced by the large proportion of gold found in combination with it at this depth.

At the sixty-foot level, the ore increased in richness, but was irregular in its value. At its best points, it yielded as much as 5000 ounces to the ton. The general average is stated to be 126 ounces of silver to the ton of metal. Here the sulphuret of lead, or galena, was first met with, in small quantities ; but the bulk of the ore continued similar to the forty-foot level, being a carbonate of lead, with the exception of the proportion of gold, which gradually diminished, but was recovered again at the 160-foot level.

Arriving at the 100-foot level, the galena predominated; but, in other respects, the mine presented the same aspect as at the 60 feet, increasing in regularity.

At the 160-foot level, the vein is nearly all sulphuret, as regards the lead, and the area is enlarged. It was estimated, that this argentiferous ore, locally termed "the black ore," produced on an average from eighty-seven dollars fifty cents to 100 dollars per ton, in equal proportions as to value of the lead and the silver, after deducting the expenses of smelting. It was at this level that some masses of rich blue galena were met with, worth at the rate of 1000 dollars per ton.

The Washington mine is situated about eighty miles from Raleigh, the capital of the state, and the present terminus of the great chain of railroad from the north. It is also 100 miles from Fayetteville, the head of sloop navigation on Fear river. The cost of transportation from the mine to Philadelphia, has been generally eighty-five cents per 100 lbs., and has not exceeded one dollar.

From the commencement of the mining operations up to November 1, 1842, a period of twenty-seven months, the actual product was 2661 pigs of argentiferous lead, yielding silver and gold to the amount of 13,288 dollars 68 cents, this being the net value, after deducting the charges of the United States mint for separating the gold from the silver, and alloy requisite to reduce it to the standard of coinage.

The litharge necessarily made in obtaining these results, netted the value of 5499 dollars 11 cents, forming an aggregate value of 18,787 dollars 79 cents. The period embraced by this return was one of heavy expense in erecting buildings and machinery, in sinking the engine shaft, in carrying forward the cross-cut, in expensive explorations, and in much costly work, at a total outlay of 29,824 dollars 84 cents.

The new board of superintendents obtained possession on the 13th of October, 1843, and this statement includes from that time up to the 1st instant, during which time the produce of the mine has been in all 40,379 dollars 47 cents, viz. :—

	dollars	cents.
Amount of silver received	30,902	70
lead „	3,589	27
scoriæ „	2,550	76
silver in port	1,478	65
lead „	630	18
litharge „	75	00
metal and scoriæ in transmission	1,152	91
	<hr/>	
	40,379	47*

* Report on the Washington Silver Mine of Davidson County, North Carolina. By Richard C. Taylor. With an Appendix, containing assays of the ores, returns of silver and gold produced, and statements of the affairs of the Washington Mining Company.

GOLD AND SILVER COINS.

The following report has been submitted to Congress by R. M. Patterson, director of the mint, in compliance with a resolution of the House of Representatives: It exhibits the fineness and value by weight of certain foreign gold and silver coins.

GOLD COINS.

COUNTRIES.	Fineness in thousandths.	Value per dwt.	COUNTRIES.	Fineness in thousandths.	Value per dwt.
		cents.			cents.
Great Britain, sovereign	915.5	94.02	Bolivia, doubloons.....	870.	89.92
France, pieces of 40 and 20 francs.....	899.	92.02	Central American, doubloons	830.	85.79
Spain, doubloon and parts.....	868.	80.61	La Plata, "	{ 815. to 868.	{ 84.24 to 83.71 }
Mexico, "	860.	80.61	Portugal, johannes and half	914.	94.46
Peru, "	868.	80.71	crown (of 500 reis and half, since 1838..	914.	94.46
Chili, "	868.	80.71	Brazil, piece of 6,400 reis, of 1839 ..?		
Columbia, doubloons of Bogota, Popayan	870.	89.92			
New Grenada, doubloons, 1837-1839	854.	89.68			
	871.	90.02			

SILVER COINS.

COUNTRIES.	Fineness in thousandths.	Value per ounce.	COUNTRIES.	Fineness in thousandths.	Value per ounce.
		cents.			cents.
Spain, dollar of the Peninsula..	900.	116.36	Peru and North and South Peru dollar	901.	116.40
" pillar dollar of Spanish America.....	898.	116.10	Chili dollar.....	906.	117.13
France, crown (ceased to be coined in 1793).....	909.	117.53	Central American dollar.....	896.	115.84
France, five-franc piece	900.	116.36	Brazil, restamped dollar of 960 reis	898.	116.10
Mexico, average of various mints, and in the proportion usually presented here.....	897.	115.97			

The value of the gold coins, as ascertained by assay, is, in nearly every case, less than the legal value as established by the act of 8th of June, 1834. This will be seen by the following schedule :

COUNTRIES.	Value by assay.	Value by law.	COUNTRIES.	Value by assay	Value by law.
	cents.	cents.		cents.	cents.
Gold coins of Great Britain....	94.8	94.62	Great Coins of Spain.....	89.9	89.51
" Portugal.....	94.8	94.46	" Mexico.....	89.9	89.51
" Brazil.....	94.8	94.46	" Columbia, Bogota..	89.9	89.52
" France.....	93.1	92.02	" " Popayan	89.9	88.68

"The general over-valuation of foreign gold coins (says the director) has its origin in two circumstances; the first is, that the coins in question were assumed to reach their legal standard; an assumption not confirmed by our assays. Thus, for example, the fineness of the coins of Great Britain, Portugal, and Brazil, is estimated at 22 carats (corresponding to 916 1-3 thousandths), whereas our assays show the first to be but 915 1-2, and the two last but 914 thousandths. A second cause of this over-valuation originates from the fact, that by the law of January 18, 1837, the standard of our gold coins was raised from 889.225 thousandths to 900, while their weight remained unaltered; so that the pure gold in our coins is held at a somewhat less nominal value since the change of standard than it was before. A corresponding diminution was of course called for in the legal value given to the pure gold in foreign coins, but it has not yet been made.

"The act of June 28, 1834, is therefore erroneous and impolitic, because it stamps a

greater value upon foreign gold coins than upon our own, and thus misleads the public, and prevents recoinage. It is unnecessary, because the mints of the United States are abundantly sufficient for all the gold coinage required for circulation; and it is inconvenient, because the foreign coins which it makes a legal tender do not correspond in value and denomination with our money of account. I would therefore beg leave, most respectfully, to recommend that the act in question be repealed.

"The Act of June 25, 1834, making Spanish American dollars a legal currency at 100 cents each, and French five-franc pieces at 93 cents each, does not lead to any injustice that I am aware of."

COST OF COINAGE AT THE UNITED STATES MINT AND ITS BRANCHES.

Particulars of the cost of coinage at the several mints of the United States, from a report laid before Congress, March 31, 1842:—

The cost of coining 100 pieces at the New Orleans branch mint was, for 1838, 15 dollars 40 cents; for 1839, 2 dollars 99 cents; for 1840, 1 dollar 50 cents; and for 1841, 1 dollar 41 cents.

The cost of coining 100 pieces at the Charlotte branch mint was, for 1838, 72 dollars 18 cents; for 1839, 35 dollars 30 cents; for 1840, 37 dollars 70 cents; and for 1841, 37 dollars 79 cents.

The cost of coining 100 pieces at the Dahlonega branch mint was, for 1838, 67 dollars 4 cents; for 1839, 42 dollars 62 cents; for 1840, 43 dollars 51 cents; and for 1841, 28 dollars 50 cents.

The actual cost of coining 100 dollars' worth at the Philadelphia mint was, for 1838, 1 dollar 52 cents; for 1839, 2 dollars 7 cents; for 1840, 2 dollars 48 cents; and for 1841, 4 dollars 34 cents; the average of the four years being 2 dollars 23 cents.

The cost of coining 100 dollars' worth at the New Orleans branch mint was, for 1838 154 dollars 6 cents; for 1839, 19 dollars 72 cents; for 1840, 5 dollars 68 cents; and for 1841, 8 dollars 12 cents; the average for the last two years—the first two not being a fair criterion of the average cost, being 6 dollars 68 cents.

The cost of coining 100 dollars' worth at the Charlotte branch mint was, for 1838, 17 dollars 82 cents; for 1839, 9 dollars 3 cents; for 1840, 9 dollars 44 cents; and for 1841, 9 dollars 2 cents; the average of the four years being 10 dollars 59 cents, and that of the last three years 9 dollars 15 cents.

The cost of coining 100 dollars' worth at the Dahlonega branch mint was, for 1838, 12 dollars 43 cents; for 1839, 10 dollars 78 cents; for 1840, 9 dollars 32 cents; and for 1841, 6 dollars 6 cents; the average of the four years being 9 dollars 47 cents.

The actual cost of coining 100 dollars' worth at the Philadelphia mint was, for 1838, 1 dollar 52 cents; for 1839, 2 dollars 7 cents; for 1840, 2 dollars 48 cents; and for 1841, 4 dollars 34 cents; the average of the four years being 2 dollars 23 cents.

The cost of coining 100 dollars' worth at the New Orleans branch mint was, for 1838, 154 dollars 6 cents; for 1839, 19 dollars 72 cents; for 1840, 5 dollars 68 cents; and for 1841, 8 dollars 12 cents. The first of these should be excluded, and perhaps the second, as any foundation for a judgment respecting this mint. The average for the last two years was 6 dollars 68 cents.

The cost of coining 100 dollars' worth at the Charlotte branch mint was, for 1838, 17 dollars 82 cents; for 1839, 9 dollars 3 cents; for 1840, 9 dollars 44 cents; and for 1841, 9 dollars 2 cents; the average of the four years being 10 dollars 59 cents, and that of the last three years 9 dollars 15 cents.

The cost of coining 100 dollars' worth at the Dahlonega branch mint was, for 1838, 12 dollars 43 cents; for 1839, 10 dollars 78 cents; for 1840, 9 dollars 32 cents; and for 1841, 6 dollars 6 cents; the average of the four years being 9 dollars 47 cents; and that of the last three 8 dollars 49 cents.

The cost of coining 100 pieces of coin at the Philadelphia mint was, in 1838, 39 cents; for 1839, 67 cents; for 1840, 79 cents; and for 1841, 1 dollar 12 cents; the average for the four years being 64 cents.

CHAPTER XXXVII.

PUBLIC LANDS IN THE UNITED STATES.

THE public lands, or lands not belonging to individuals or to corporate bodies, were, and continue to be, held, at least administratively, and for sale, as the property of the federal government; but under certain stipulations as bearing on the rights of the respective states, or territories, within which these lands are situated.

The lands lying east of the Mississippi, were, at the close of the revolution, claimed by the several states on the tenure of original colonial charters, which, although general in their terms, extended from sea to sea. At that period, the war had impoverished the coffers, increased the liabilities, and diminished the resources of the United States treasury, and recommendations were accordingly made to the several states, to cede their titles to the western lands in order to aid in the payment of the national debt. In accordance with this recommendation, several of the states ceded their titles to the lands claimed under their original patents.

"The tracts, thus ceded, embrace three separate territories. One of those territories, comprising Ohio, Indiana, Illinois, Michigan, Wisconsin, and Iowa, a tract extending north of the river Ohio and west of Pennsylvania and Virginia, reaching northward to the northern boundary of the United States, and westward to the Mississippi, was originally claimed by Virginia; a state that was in the possession of Vincennes and Kaskaskias, having defended those places during the war of the revolution. Claims to the same territory, were urged by Massachusetts, Connecticut, and New York, which, together with Virginia, ceded to the union their rights to this tract. Georgia ceded to the union its claims to lands lying within the boundaries of the states of Alabama and Mississippi.* North Carolina and South Carolina ceded their claims to land lying within the state of Tennessee."†

The first tract was denominated the north-western territory. For the government of this territory, an ordinance was framed in 1787. The boundaries of the states within the limits of the territory, were fixed by the fifth article of the ordinance: that instrument, providing, at the same time, "that there should be formed therein not less than three, nor more than five states." The ordinance declares that "the legislatures of those districts, or new states, shall never interfere with the primary disposal of the soil by the United States in Congress

* Report of the Hon. William Cost Johnson, of Maryland, on the public lands, made in the House of Representatives, March 2, 1843.

† The tract in the state of Ohio, known under the name of the Connecticut reserve, was excepted from the cession by Connecticut. This is now the basis of the Connecticut school fund.

assembled, nor with any regulations Congress may find necessary for securing the title in such soil to the *bonâ fide* purchasers ;”* and, also, that “ no tax shall be imposed on lands, the property of the United States, and that, in no case, non-residents should be taxed higher than residents.” Upon the same subject, the constitution of the United States expressly provides, that Congress shall have power to dispose of, and to make all needful rules and regulations respecting the territory or other public property of the United States. The ordinance also prescribes, “ that, when the several territories shall have attained a certain amount of population, they shall be admitted into the union upon an equal footing with the original states.”

Louisiana was purchased from France in 1803. From the valuable object to be attained by the possession of the control of the entire navigation of the Mississippi, although without any clear constitutional authority, the sum of 15,000,000 dollars was paid.

The territory of Florida was purchased the 22nd day of February, 1819, by treaty concluded between Spain and the United States.

STATEMENT respecting the Lands acquired by the United States of North America, under Deeds of Cession, from the States, and from Foreign Nations.

Territory Northwest of the river Ohio, and East of the Mississippi river, ceded by the States.

S T A T E S.	Acquired.	Sold.	Unsold.	Indian Title Extinguished.	Held by Indians.
	acres.	acres.	acres.	acres.	acres.
Ohio*.....	17,733,841	13,144,013	1,063,750	17,733,841	....
Indiana.....	22,309,660	13,788,665	5,481,489	22,309,660	....
Illinois.....	35,941,802	11,468,527	19,894,086	35,941,802	....
Michigan.....	42,175,032	9,109,492	31,198,652	31,118,392	11,056,640
Wisconsin.....	47,241,600	1,994,147	453,217,807	29,863,925	17,377,675
Aggregate.....	165,402,044	40,594,844	160,855,784	136,967,729	28,434,315

* These quantities in Ohio and Indiana are exclusive of the Virginia military district, containing 3,709,484 acres ; and the Connecticut Western Reserve, containing 3,366,921 acres in the former state, and the reservation of 150,000 acres in the latter, to Clarke and his associates, which were reserved by the deeds of cession.

Territory North of Thirty-one Degrees North Latitude, and East of the Mississippi river, ceded by the States.

S T A T E S.	Acquired.	Sold.	Unsold.	Indian Title Extinguished.	Held by Indians.
	acres.	acres.	acres.	acres.	acres.
Alabama.....	32,742,080	10,364,608	20,306,929	32,742,080	....
Mississippi.....	28,527,050	9,533,446	11,369,830	28,527,050	....
Aggregate.....	61,269,130	19,898,054*	31,676,759	61,269,130	....

* The quantities put down as sold in the states of Alabama and Mississippi (north of the 31st degree of latitude), are exclusive of the lands ceded by the Chickasaw Indians, to be sold for their benefit. The area of this cession is as follows :—

In Mississippi.....	Acres. 6,283,906
In Alabama.....	434,589
Area of Chickasaw nation.....	6,718,585
Of which there remains unsold—	
In Mississippi.....	933,517
In Alabama.....	218,538
Quantity unsold.....	1,152,055

* Ordinance of 1787, of the government of the territory north-west of the river Ohio.

Territory ceded by France and Spain.

STATES, &c.	Ceded.	Sold.	Unsold.	Indian Title Extinguished.	Held by Indians.
	acres.	acres.	acres.	acres.	acres.
Missouri	42,854,687	7,975,020	32,021,530	42,854,647	
Arkansas	31,468,911	2,022,414	26,278,241	31,468,911	
Louisiana	20,437,650	2,928,702	16,895,170	20,437,650	
Mississippi*	2,517,184	38,378	2,438,251	2,517,184	
Alabama†	1,250,146	155,232	1,068,938	1,250,146	
Florida	36,755,340	852,104	34,332,055	36,755,340	
Iowa‡	846,295,680 §	1,194,910	629,425,037	7,082,831	706,917,169
Aggregate	981,019,607	16,709,760	805,559,222	• 142,405,738	706,917,169
Grand Total	1,208,289,781	85,262,638	938,091,765	340,642,617	735,351,484

* South of 31st degree of latitude.

† South of 31st degree of latitude.

‡ Including the whole north-western territory to the Pacific ocean, and the lands west of the states of Missouri and Arkansas.

§ This quantity of 846,295,680 acres includes the quantity of 132,295,680 acres, south of the La Platte river set apart by government for the emigrant Indians. Also, the 7,082,831 acres, in the territory of Iowa proper, ceded to the United States.

NOTE.—In the foregoing tables, the first column contains the quantity of land embraced in the cession; the second the quantity of land sold to September 30, 1841; the third, the quantity of land remaining unsold; the fourth the quantity of land to which the Indian title is extinguished; the fifth, the quantity of land to which the Indian title is unextinguished. The quantities of land put down, in the several states and territories, except Ohio and Indiana, as remaining unsold, were necessarily made up, in a great measure, by estimates, as follows:—From the estimated area of the state, the quantity sold, and otherwise disposed of, was deducted, and the remainder treated as land remaining to be sold.

By treaties with the Indian tribes, large tracts of their territories have been ceded to the United States. In respect to the Aborigines on their lands, a writer in the *Mechanics' Magazine* remarks—

“Upon their own soil and among themselves, so far as their rights of person are concerned, the governments of those tribes are considered independent governments. It is true, that the government of the United States has assumed the right of purchasing their land to the exclusion of every other purchaser; but the territory of the Indians has never been offered for sale, by this country, without a fair and full purchase of their title. The first treaty made with them by us, was that of Greenville, in 1795; and as it may be considered a model of subsequent treaties, and may exhibit the tone of our policy regarding them, we would designate its general terms. By this treaty, perpetual peace is established; the Indians acknowledge themselves under the protection of the union, and engage to sell their lands to them only. Certain regulations, to be preserved between the two parties to the treaty, are embodied; and, in return, the United States engage to protect the Indians, to pay them in goods to a certain amount, and to make them certain annual stipulated payments. The relation of the government to the Indian tribes within our borders, is analogous to that of a guardian to a ward, and we trust that our intercourse with them will ever be charged with such responsibilities and duties.”

Upon the public domains which formerly belonged to England, France, and Spain, various claims have been made by individuals to tracts, either by virtue of occupancy, or under the title of grants, made by those governments, before the lands were ceded to the United States. In order to adjust those claims, or rights, commissioners have been appointed by several acts of Congress to examine the validity of those titles or claims, to decide upon them, or to report the facts upon which they are founded, to Congress. Titles derived from legitimate authority, have been confirmed; and claims have also been confirmed upon grounds of equity, although the legal titles had not been perfect.* In 1787, one

million and a half of acres was sold to the Ohio company, by which the state of Ohio was first colonised: Two years afterward, a contract was made with Mr. John Cleves Symmes, for the purchase of a million and a half of acres between the Great and Little Miami; but in consequence of the failure of the payment of the purchase money, the patent conveyed a much smaller tract.

The first act of Congress for the sale of public lands limited the sale to tracts of not less than four thousand acres each. This plan might have been convenient, but it was eminently favourable to land jobbing, by confining the purchase to a few rich persons, while those with small means were excluded from making such purchases from the government, and consequently obliged to pay high prices to the jobbers. In July, 1790, Alexander Hamilton, then secretary of the treasury, brought forward a scheme for the sale of the public lands, which provided—

“That the tracts set apart to each settler, should not exceed 100 acres; that the prices of the land sold under special contract, should be thirty cents per acre, payable in gold or silver, or in public securities, computing those bearing an interest of six per cent per annum, the same as gold and silver, and those bearing a future or less interest at a proportionate value. In every instance of credit it was required, that one quarter should be paid down, and independent security be given for the residue, and that all surveys of the land should be made at the expense of the purchaser.”

Another law was passed by Congress in 1800, which facilitated the sale of the public lands, and a report was made in the House of Representatives, on the 23rd of January, 1804, recommending “a reduction of the size of the tracts offered for sale.

The minimum price for the public land, previous to the year 1800, was two dollars per acre, one-fourth of which was required to be made at the time of the purchase, and the remainder in three annual instalments, a discount of eight per cent being allowed if the purchaser paid in advance. Jobbers continued to purchase land extensively. Many of those jobbers, speculating on credit, were ruined. They were aided by the banks to an extent that was, among other causes, fatal both to the jobbers and to the banks.

The system now adopted for the survey, sale, and distribution of the public land appears, from the report of the commission of the general land office, to combine many facilities to purchasers and settlers. The tracts ordered to be brought into market are first surveyed and divided into townships of six miles square, and subdivided into sections of one square mile, each containing six hundred and forty acres. The lines are run parallel to the cardinal points, and cross each other at right angles, excepting where they are formed by an Indian boundary line, or the course of a stream. The sections are subdivided into quarter, half-quarter, and quarter-quarter sections, the first containing one hundred and sixty acres, the second eighty, and the third forty; their dimensions

being accurately ascertained by fixed rules which are prescribed by law. The survey is performed by two principal surveyors, by whom their deputies are appointed, all being under the direction of the commissioner of the general land office, in Washington. The townships are ranged and numbered, and the sections in each township are also numbered from one to thirty-six. The parallels of surveys are based upon a series of true meridian lines. One principal meridian line is in Ohio, the second in Indiana, the third in Illinois, and the rest in other states, each constituting the parallel of a series of surveys, which divides the whole territory into squares, defined with accuracy in parallel ranges, by "*blazing*" the trees, a process that is performed by cutting with a hatchet the bark and a little of the wood from the sides of their trunks. The precision of these modes of survey prevents disputes regarding boundary lines.

When the lands are surveyed, a land office is established in each district, and on the day named by the President of the United States, a public sale of land takes place, the whole being offered in the market to the highest bidder, above the fixed minimum price of one dollar and a quarter per acre. The tracts remaining unsold, are then offered to the public at private sale, and may be purchased at the land offices at the minimum price. One section in each township, that is, one thirty-sixth part of the land, is reserved, perpetually, to maintain common schools within the township. One entire township, comprising 36,000 acres is also reserved in each state and territory, for the maintenance of higher seminaries of education. Five per cent are reserved on the amount of sales in each state, three-fifths of which are required to be expended by Congress in the making of roads through the state, and two-fifths for the diffusion of useful knowledge. All salt springs and lead mines are reserved to the government.

In each district, the duties of the land office are performed by a register and receiver; the register sells the land, and the receiver collects the payments. Each of these officers keeps his own records, performing his functions independent of the other, and holding separate responsibilities. They are each required to keep separate accounts, to make periodical reports to the general land office at Washington, the one of sales, and the other of receipts: each officer being considered as a check upon the other. All tracts are so marked and numbered upon the books of the land offices, that a purchaser may select a tract the register and receiver having only to receive the money and give the vouchers for a title. Each purchaser is then granted an original patent from the government, as the most perfect title to the soil.

QUANTITY of Land granted to each of the States and Territories, and the Purposes for which granted—up to February 7, 1839.

STATES AND TERRITORIES.	Colleges, &c.	Roads and Canals.	Public Buildings.	Salines.	Exclusive of Common Schools.	Common Schools.	Total.
	acres.	acres.	acres.	acres.	acres.	acres.	acres.
Ohio	69,120	1,056,287	....	23,080	1,143,087	659,823	1,842,911
Indiana	46,080	434,223	2,500	23,040	505,903	568,260	1,074,163
Illinois	46,080	480,000	2,500	121,629	650,269	887,048	1,537,317
Missouri	46,080	....	2,449	46,080	91,609	1,117,817	1,212,426
Alabama	46,560	400,000	1,620	23,040	471,220	892,612	1,363,832
Mississippi	46,080	....	1,280	....	47,360	786,190	833,580
Louisiana	46,080	....	....	....	46,080	567,790	613,789
Michigan	46,080	....	13,200	46,080	105,360	864,399	969,739
Arkansas	46,080	....	10,600	46,080	102,760	874,136	976,806
Florida	46,080	....	1,120	....	47,200	1,020,995	1,068,195
Wisconsin	46,080	171,200	....	....	217,240	829,533	1,046,833
Iowa .....	....	....	....	....	....	196,715	196,715
Total..	530,400	2,535,711	34,380[†]	329,629	3,431,130	9,305,287	12,746,418

STATEMENT of the Quantity of Public Land, in each State and Territory, in a Table obtained from the General Land Office.

STATES AND TERRITORIES.	Extended Area.	Indian Title Extin- guished.	Held by Indians.	Quantity Surveyed
	acres.	acres.	acres.	acres.
Ohio	25,361,593*	25,361,593*	....	25,253,005
Indiana	23,411,431*	23,411,431*	....	22,556,112
Michigan	38,426,294	38,426,294†	....	25,172,611
Illinois	35,235,209	35,235,209	....	33,821,655
Missouri	43,169,028	43,169,028	....	32,311,972
Arkansas	31,912,563	31,912,563	....	21,648,141
Louisiana	28,297,602	28,297,602	....	19,144,465
Mississippi	30,153,054	30,153,054	....	29,872,774
Alabama	32,490,872	32,490,872	....	32,421,872
Florida Territory	34,123,055	34,424,055	....	13,691,800
Wisconsin Territory	47,175,292	28,143,492‡	19,031,800	9,725,091
Iowa Territory (part ceded)	16,913,972	16,913,972	....	6,188,992
Unceded territory east of the Rocky mountains, west of Mississippi river, and south of forty-nine degrees latitude	478,519,704	....	478,519,708	....
Unceded territory west of the Rocky mountains, and south of forty-nine degrees latitude	218,536,320	.... §	218,536,320	....
Total.....	1,084,961,993§	367,947,165	716,117,828	272,646,356

NOTE.—The first column embraces the estimated quantity of land in each state and territory, the second, the quantity of public land in each state and territory to which the Indian title has been extinguished, up to March 1, 1843; the third, the quantity of public land in each state and territory to which the Indian title has been unextinguished, up to March 1, 1843; the fourth, the quantity of land surveyed.

* Include reservations in the deeds of cession from the states to the United States, as follows:—

Virginia military, in Ohio

Connecticut reserve, in Ohio

Clark's reserve, in Indiana

Total..... 7,526,579 acres.

† Include Chippewa cession of 4th of October, just ratified as follows.

In Michigan

In Wisconsin

‡ Includes the 10,000,000 acres ceded by the Sac and Fox treaty, of October 11, 1812, just ratified.

§ Exclusive of the 132,295,680 acres set apart for emigrant Indians, west of the states of Missouri and Arkansas.

TABLE.

STATES AND TERRITORIES.	Acres.	Acres.	Acres.
	number.	number.	number.
Ohio.....	107,988		107,988
Indiana.....	555,019	13,916,087	949,202
Michigan.....	12,258,880		15,873,280
Illinois.....	1,411,564	12,235,610	
Missouri.....	10,824,056		
Arkansas.....	10,264,419	10,264,419	
Louisiana.....	8,851,137	8,851,137	
Mississippi.....	280,280	280,280*	
Alabama.....	78,000	78,000*	
Florida Territory.....	20,831,195	20,831,195	
Wisconsin Territory.....	37,449,681		
Iowa Territory (the part ceded).....	10,425,680		
Unceded territory east of Rocky mountains, west of the Mississippi river, and south of 49 degrees of latitude.....	478,549,708	526,424,989	
Unceded territory west of Rocky mountains, and south of 49 degrees of latitude.....	218,536,320	218,536,320	697,086,028
Total.....	811,418,637	811,418,637	714,016,408

NOTE.—The first column embraces the quantity of land unsurveyed; the second, the quantity unsurveyed in each surveyor-general's district; the third, the quantity not included in any land district.

* Are both exclusive of private claims and old surveys to be retraced.

QUANTITIES, SURVEYS, SALES, RESERVATIONS, &c., OF THE PUBLIC LANDS DURING THE YEAR 1842.

	dollars.	cents.	acres.
Estimated quantity of land yet to be sold, including the unceded territory south of latitude 49 deg.			1,084,064,993
Deduct reservations			7,526,779
Leaving			1,076,538,214
Value, at 1 dollar 25 cents per acre	1,345,672,767	50	
Of the above quantity the Indian title is extinguished to			367,947,165
Unextinguished			716,117,828
Surveyed			272,646,356
Unsurveyed			811,418,637
			dollars. cents.
Of the public lands there have been sold 107,796,536 acres, bringing			170,940,942 62
Paid for Indian title, Florida and Louisiana purchase, including interest	68,524,991	32	
Paid for surveying and selling, including pay of salaries and fees	9,966,610	14	
			78,491,601 46
Balance, being the net funds derived from the public lands			92,449,341 16
In addition to lands sold there have been granted for internal improvement, education, military services, reservations, &c., 33,756,559 acres.			
Of the public lands, Virginia, New York, Massachusetts, and Connecticut ceded			169,609,819
Georgia ceded			58,898,522
North and South Carolina ceded			26,432,000
Purchased of France and Spain			987,852,332

STATEMENT of Public Lands sold, and of Payments into the Treasury on Account thereof, in the Year 1842.

STATES AND TERRITORIES.	Lands sold, after deducting erroneous Entries.				Amount received in Cash, Treasurer's Receipts and Treasury Notes.						Amount paid into the Treasury during the year.	
	Acres.		Purchase Money.		Cash.		Treasurer's Receipts.		Treasury Notes.			
	number.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	
Ohio	35,715.58	47,380 73	42,776 93	2,600 00	....	....	....	....	....	57,325 36	57,325 36
Indiana	55,795.31	69,748 09	69,584 13	....	....	....	....	....	....	72,920 01	72,920 01
Illinois	4375.04 20	546,834 93	462,168 54	2,053 00	72,798 72	550,071 97	550,071 97	550,071 97	550,071 97	550,071 97	550,071 97	
Missouri	158,330.86	197,633 72	190,424 64	200 00	304 11	198,401 62	198,401 62	198,401 62	198,401 62	198,401 62	198,401 62	
Alabama	118,827.24	148,534 17	143,966 10	....	3,560 13	100,920 90	100,920 90	100,920 90	100,920 90	100,920 90	100,920 90
Mississippi	43,966.15	54,958 45	53,043 31	....	1,015 14	48,433 29	48,433 29	48,433 29	48,433 29	48,433 29	48,433 29
Louisiana	45,300.98	56,700 44	47,973 16	....	8,727 28	76,350 86	76,350 86	76,350 86	76,350 86	76,350 86	76,350 86
Michigan	25,000.16	31,250 21	31,098 63	....	151 58	22,337 83	22,337 83	22,337 83	22,337 83	22,337 83	22,337 83
Arkansas	24,391.20	30,389 18	29,982 07	....	406 51	20,964 16	20,964 16	20,964 16	20,964 16	20,964 16	20,964 16
Wisconsin	127,895.58	163,778 90	157,907 65	....	3,870 95	115,906 95	115,906 95	115,906 95	115,906 95	115,906 95	115,906 95
Iowa	50,997.72	64,747 13	58,046 58	1,200 00	3,337 80	66,394 75	66,394 75	66,394 75	66,394 75	66,394 75	66,394 75	
Florida	5,033.11	6,916 39	4,595 59	....	2,020 80	5,050 90	5,050 90	5,050 90	5,050 90	5,050 90	5,050 90
Total	1,129,217.58	1,417,072 00	1,299,561 93	6,053 00	96,593 02	1,335,076 87	1,335,076 87	1,335,076 87	1,335,076 87	1,335,076 87	1,335,076 87	

STATEMENT of Public Lands sold, and of Payments into the Treasury, on Account thereof, in the 1st, 2nd, and 3rd Quarters of the Year 1843.

STATES AND TERRI- TORIES.	Lands sold, after deducting erroneous entries.		Amount received in Cash, Treasurer's Re- ceipts and Treasury Notes.				Amount paid into the Treas- ury during three quarters of the Year.
	Acres.	Purchase Money.	Cash.	Treasurer's Receipts.	Treasury Notes.		
	number	dollars cts.	dollars cts.	dollars cts.	dollars cts.	dollars cts.	
Ohio	9,180 12	13,750 28	13,681 53	....	....	9,905 75
Indiana.....	29,279.76	36,600 42	35,457 76	....	....	25,768 21
Illinois.....	269,912.14	337,393 73	320,621 61	600 00	9,279 30	809,821 93	
Missouri.....	282,261.00	352,824 19	351,910 44	500 00	....	331,617 39
Alabama.....	160,290.88	200,153 06	195,280 19	....	3,633 17	148,073 85
Mississippi.....	27,655.02	34,578 27	34,161 27	....	414 00	40,100 95
Louisiana.....	30,488.21	45,610 20	39,314 56	\$400 00	5,865 64	39,392 50	
Michigan.....	9,194.80	11,493 48	11,127 86	....	366 12	18,204 53
Arkansas.....	36,640.43	45,851 53	36,757 01	....	9,094 52	33,522 60
Wisconsin.....	114,029.04	145,491 18	145,200 01	....	291 17	184,500 59
Iowa.....	118,878.11	148,597 64	145,024 44	....	2 673 20	140,650 63
Florida.....	6,177.63	7,722 06	7,047 06	....	....	4,430 33
Total.....	1,999,987.83	1,380,426 04	1,330,816 57	1,500 00	31,617 21	1,286,688 33	

EXHIBIT of the Quantity of Public Land sold, and the Amount paid by the Purchasers thereof, in each State and Territory, in each Year, from 1835, to the 30th of September, 1843, inclusive.

STATES AND TERRITORIES.	1835		1836		1837	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	acres.	dollars cts.	acres.	dollars cts.	acres.	dollars cts.
Ohio	661,435.59	826,224 44	1,282,991.80	1,603,116 56	470,420.72	588,564 39
Indiana	1,586,904.83	2,075,571 56	3,245,341.13	4,061,402 68	1,249,817.97	1,564,653 06
Illinois	2,096,629.29	2,604,608 47	3,199,708.64	4,000,294 30	1,012,849.10	1,266,118 21
Missouri	662,180.47	828,121 81	1,655,687.66	2,071,204 35	663,987.75	830,998 15
Alabama	1,587,007.87	1,985,449 26	1,901,403.00	2,377,573 76	381,778 96	477,819 02
Mississippi	2,531,181.15	3,835,625 55	2,023,700 00	2,531,282 59	250,364.10	320,660 04
Louisiana	325,955.58	407,445 41	879,456 06	1,090,323 58	230,052.59	288,692 24
Michigan	1,817,447.81	2,271,575 17	4,189,823.12	5,341,228 70	773,522.31	969,071 10
Arkansas	630,027.75	787,927 99	963,535.12	1,204,544 20	281,915.45	353,063 24
Wisconsin	217,543.91	316,709 07	648,133.73	808,932 32	178,763.45	223,479 45
Florida	48,384.31	60,455 38	87,071.57	108,839 54	100,725.72	125,907 14
Total	12,564,478.83	15,999,804 11	20,074,870.92	25,167,833 06	5,601,103.12	7,097,323 84

STATES AND TERRITORIES.	1838		1839		1840	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	acres.	dollars cts.	acres.	dollars cts.	acres.	dollars cts.
Ohio.....	243,099.37	303,945 78	212,444.76	315,559 53	33,059.43	41,327 47
Indiana.....	602,424.54	733,419 27	618,748 31	773,998 05	118,869.53	148,045 20
Illinois.....	778,560.32	987,170 27	1,132,870.31	1,445,766 91	380,275.45	486,647 33
Missouri.....	510,124.32	642,087 13	1,038,065.83	1,304,718 69	572,488.34	716,210 14
Alabama.....	159,069.14	249,935 66	121,535.81	152,728 30	56,784 58	71,020 59
Mississippi.....	271,074.88	339,000 02	17,787.23	22,234 68	19,174.82	23,968 96
Louisiana.....	164,178.16	216,330 03	509,507.11	822,080 80	189,228.51	238,884 01
Michigan.....	97,533.72	121,029 53	134,981.02	175,008 66	26,106.21	32,632 77
Arkansas.....	156,971.63	197,987 49	154,858.74	188,710 05	110,610.37	138,380 14
Wisconsin.....	87,256.31	109,416 14	650,722.82	819,909 90	127,798 34	159,848 48
Iowa.....	274,605.07	343,664 26	208,152.31	373,180 46	567,982.48	710,080 00
Florida.....	68,814.47	86,018 16	56,199.62	70,660 20	25,602 68	32,003 85
Total.....	3,414,907.42	4,305,564 64	4,976,382.87	6,461,556 79	2,236,889.74	2,789,637 53

STATES AND TERRITORIES.	1841		1842		1843	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	acres.	dollars cts.	acres.	dollars cts.	acres.	dollars cts.
Ohio.....	43,613.71	59,589 60	35,715.58	47,380 75	13,338.50	19,318 31
Indiana.....	93,882.06	117,425 40	55,795.31	69,748 09	50,545.93	63,243 01
Illinois.....	335,554.00	419,755 30	437,404.20	546,834 93	409,767.55	512,276 36
Missouri.....	269,471.91	336,843 84	158,330.86	197,633 72	436,211 18	545,314 55
Alabama.....	50,705.38	64,332 81	118,827.24	148,534 17	178,228.01	222,874 62
Mississippi.....	21,635.85	27,041 81	43,960.15	51,958 45	34,500.06	43,133 63
Louisiana.....	95,111.95	119,395 05	45,360.38	56,700 44	102,886.29	130,137 46
Michigan.....	18,167.59	22,709 87	25,000.16	34,250 21	12,594 23	16,224 73
Arkansas.....	54,860.75	68,831 78	24,391.29	30,489 18	47,622.18	59,580 48
Wisconsin.....	101,731.17	127,446 31	127,895.58	163,778 60	167,746.39	214,294 00
Iowa.....	73,673.17	92,103 39	50,907.72	63,747 13	133,375.86	169,219 81
Florida.....	6,488.67	7,995 81	5,543.11	6,916 39	8,318.03	10,397 34
Total.....	1,161,796.11	1,463,304 06	1,129,217.58	1,417,972 06	1,605,261.06	2,016,044 30

STATEMENT of the annual receipts from the Land Offices into the Treasury, on account of the Public Lands sold, from 1801 to the 30th of September, 1843, inclusive; also, the moneys received by the Treasurer of the United States, Marshals, &c., on the same account, and the amount received for Lands sold prior to the opening of the Land Offices.*

YEARS.	Amount.	Years.	Amount.	Years.	Amount.	Years.	Amount.
	dollars cts.		dollars cts.		dollars cts.		dollars cts.
1801.....	169,125 01	1812.....	710,427 78	1823.....	916,523 10	1834.....	4,837,600 69
1802.....	188,628 02	1813.....	835,655 14	1824.....	984,418 15	1835.....	14,757,600 75
1803.....	165,075 69	1814.....	1,135,971 09	1825.....	1,216,000 50	1836.....	24,611,979 86
1804.....	487,526 79	1815.....	1,287,950 28	1826.....	1,393,785 09	1837.....	6,770,036 52
1805.....	540,193 80	1816.....	1,717,985 03	1827.....	1,497,053 82	1838.....	4,081,930 47
1806.....	765,245 73	1817.....	1,991,226 06	1828.....	1,018,308 75	1839.....	7,076,447 35
1807.....	406,163 27	1818.....	2,606,504 77	1829.....	1,517,175 13	1840.....	3,292,220 29
1808.....	647,939 04	1819.....	3,274,422 78	1830.....	2,320,356 14	1841.....	1,363,090 04
1809.....	442,253 33	1820.....	1,635,871 61	1831.....	3,210,815 48	1842.....	1,335,797 52
1810.....	996,548 82	1821.....	1,212,066 40	1832.....	2,923,381 04	1843.....	1,286,688 33
1811.....	1,040,237 53	1822.....	1,803,681 54	1833.....	3,967,081 56		
Received by Treasurer of the United States, Marshals, &c.....							112,950,157 21
Amount received prior to opening Land Offices.....							244,934 14
Grand Total.....							113,201,111 35
							100,783 59
							113,304,894 94

*The amounts here given differ from those in the preceding table, for the respective years, because all the money received for the land was not at once paid into the United States Treasury, but the minor land offices were sometimes in debt to the general treasury at the close of the year, and sometimes paid up the debt of a former year.

SHARES of the several States and Territories, under the Distribution Act of the 4th of September, 1841, of the Residue of the net Proceeds of the Public Lands sold in the half Year ending the 30th of June, 1842, amounting to 562,144 dollars 18 cents.

STATES AND TERRITORIES.	Free Population.	Slaves.	Federal Numbers.	Distributive Shares.	
	number.	number.	number.	dollars	cts.
Maine.....	501,793	....	501,793	17,554	90
New Hampshire.....	284,573	1	284,574	9,955	64
Massachusetts.....	737,698	1	737,699	25,807	92
Rhode Island.....	108,825	5	108,828	3,807	28
Connecticut.....	304,998	17	319,008	10,845	43
Vermont.....	291,948	....	291,948	10,213	61
New York.....	2,428,917	4	2,428,919	84,974	15
New Jersey.....	372,032	674	373,036	13,050	42
Pennsylvania.....	1,723,969	64	1,724,007	60,313	27
Delaware.....	75,480	2,605	77,043	2,695	30
Maryland.....	380,282	89,737	434,124	15,187	54
Virginia.....	790,810	444,987	1,060,202	37,000	48
North Carolina.....	507,602	245,817	655,092	22,917	07
South Carolina.....	207,360	327,038	465,583	16,218	15
Georgia.....	410,448	280,944	579,014	20,256	43
Alabama.....	337,224	253,532	489,343	17,119	35
Mississippi.....	180,440	195,211	297,567	10,410	10
Louisiana.....	183,959	168,432	285,030	9,971	59
Tennessee.....	646,151	183,055	755,986	26,447	63
Kentucky.....	597,570	182,258	706,925	24,731	31
Ohio.....	1,519,464	3	1,519,466	63,157	63
Indiana.....	685,863	3	685,865	23,994	54
Illinois.....	475,852	331	476,051	16,654	33
Missouri.....	325,462	58,240	369,406	12,608	67
Arkansas.....	77,639	19,935	89,600	3,134	60
Michigan.....	212,207	....	212,207	7,426	03
Wisconsin.....	30,934	11	30,941	1,082	45
Iowa.....	43,096	16	43,106	1,508	03
Florida.....	28,760	25,717	44,100	1,545	96
District of Columbia.....	39,018	4,694	41,834	1,463	53
Total.....	14,576,034	2,487,356	16,068,447	562,144	18

CHAPTER XXXVIII.

FINANCES OF THE UNITED STATES.

THE federal credit of the United States has been honourably maintained from the commencement of the revolutionary war down to the present period; and we believe that nothing but the certain calamities, which would attend, and be consequent to, a war, will ever disturb the faithful discharge of the fiscal obligations of the federal government.

In Europe a very erroneous estimate, and very unjust conclusions have been entertained, we believe generally from ignorance, by confounding the non-paying and repudiating states, with the revenue, debt, and expenditure of the federal government, and of the states who have honourably, and religiously, discharged their obligations.

The revolutionary war having altogether interrupted the exterior commerce of the country, there was no revenue raised during that period by customs duties; and as Congress had not then the power to levy any general tax, loans and paper-money became the inevitable expedient.

The following passages, which occur in Mr. Henry Lee of Boston's Letters to cotton manufacturers, are worthy of attention.

" War taxes and expenditures—by decreasing the pecuniary means of the great mass of a nation—operate unfavourably on the consumption of commodities.

" The average annual expenditure for the army and navy of Great Britain, from 1801 to 1815, amounted to \$44,096,092 dollars, and in one of the last years of the war it came up, including the interest on the war debt, to the enormous sum of 488,558,946 dollars—two-thirds of which was expended for armies mostly engaged in fighting the battles of foreign nations in foreign lands. The war, during every period of its prosecution, was termed a '*successful*,' a '*glorious war*'—to which the most ambitious portion of the nation were reconciled, by the hope of '*national glory*,' or of personal distinction; while the more unreflecting, or the more sordid portion of it were willing or eager for its continuance—upon the supposition of enjoying a monopoly of the commerce and navigation of the world.* In the latter sentiment, many of the people of this country sympathised, and from similar motives—till, at last, we were drawn into its vortex, by a desire, on the part of the thoughtless, or the ambitious portion of the nation, of adding, also, to our fund of '*national glory*'—and that, we believe, was the only benefit which the promoters and advocates of that gratuitous war ever pretended had been realised—since the questions of impressment and blockade, which were the ostensible causes of the war, were not only left unsettled, but may, perhaps, have not even been subjects of discussion in the negotiations at Ghent for a termination of the war; a war which ended, as most wars have done, with the accomplishment of no better purpose than the gratification of the ambition of its most zealous and leading fomenters—and the gratification of the passions of the people, who were led into a belief that the war would be productive of national advantages—superadded to the gratification of those belligerent feelings which, in this country, as much, if not more than in most countries, are easily excited by the popular favourites of the day. Of that portion of the war-party who may have been prompted by more patriotic motives, and by a sincere expectation of benefiting their country by a war—there was an utter disappointment of their wishes and expectations—and such, in all probability, would have been the issue of the wars in which some of our most popular and influential public men appear to have been desirous, judging by their sentiments, speeches, and conduct, at various periods, of involving the nation.

" A reflection made by Mr. John Q. Adams upon the effects of war with Great Britain, may not be considered as inappropriate in connexion with this subject. The ex-president in a communication before the public, in which reference is made to some of the schemes for improving the currency that were in agitation in 1837, adds; ' I think of this as I thought of the dry-dock, gun-boat, restrictive, anti-navy system of Mr. Jefferson. *It cost the nation a terrible war to be delivered of that, but the nation was effectually cured of its hydrophobia. The war was a drastic purge, but it effectually worked its cure.*

" Well, most wars originate in *hydrophobia*—in the *madness* of the people—to which they are excited by their rulers, and for no other purpose than the gratification of their selfishness and ambition, and although they terminate with the application of a '*drastic purge*,' or some still more bitter curative, yet there is no security against the returning *madness of the people*—at least not till the great mass of them, through all ranks of society, shall become more enlightened, more moral, more religious—more patriotic—more virtuous—than they now are—or, according to present appearances, are likely to become in this day and generation.

" The last war between the United States and Great Britain, of only two and a half years' continuance, and with but a very inconsiderable portion of the military and naval power of that country brought into action—cost us upwards of 100,000,000 dollars. This sum was not raised by indirect taxation in the form of duties on imported goods—because a war with any great naval power will always, in this country, reduce that branch of business to a very low point. In 1812, we imported 77,030,000 dollars. In the subsequent year of the war, our imports declined to 22,005,000 dollars, and in 1814, to 12,965,000 dollars; while our exports, in 1814, sunk to the insignificant sum of 6,927,441 dollars.

" There must necessarily be an almost entire cessation of revenue from customs in a war with any great naval power, and consequently a substitution of direct taxes—but *as direct taxation, to any considerable extent, is one of those functions of government which, in this country, has never yet been exercised, and when exercised to a very limited degree has been resisted in some of the states, and left unpaid in a still greater number of them—the only mode, then, of obtaining the increased amount of funds*

* It is true we prospered during that disastrous period—not, however, *from the effects of those wars, but in spite of them.* The effects of those wars were, no doubt, injurious to us, though less so than if we had been always a party to them; but there were other causes in operation, which more than counterbalanced the pecuniary evils of those wars, and we prospered, though in a less degree, than we should have done in a time of peace.

for the prosecution of a war, seeing the disinclination of the nation to direct taxation, is the borrowing at home or abroad. That mode of meeting even our peace expenditure, has been practised upon the past three or four years.

"Nor was the last war with Great Britain supported by means of direct taxes, for the whole amount received from that source of supply, in 1813, 1814, and 1815, was but 4,385,975 dollars—and that, too, paid in depreciated currencies averaging, perhaps, a discount, on a sound currency, of twenty per cent. In truth, the entire war expenditure was paid out of the proceeds of loans and treasury notes—constituting a debt, at the close of the war, of about 100,000,000 dollars—superadded to its pre-existing amount. These loans were effected on such high rates of interest, and the payments on their account were in such depreciated currencies, as to have cost the country at least twenty-five per cent more than they received—the stocks issued by government having subsequently been paid to their holders in a sound and honest currency of a full standard value. Nevertheless, there were propositions before Congress, and before the country, for issues of governmental paper-money, which, had they been sustained and acted upon, might have reduced the value of the certificates of the public debt to a level with the old '*continental money*'—and had the war been of much longer continuance, it may be reasonably inferred that such would have been the fate of the national creditors.

"Short as the war was, and inconsiderable as were the expenses of conducting it, in comparison with the resources of the country; the credit of the government was so bad, arising from the indisposition of the nation to pay direct taxes—and from a similar unwillingness of our rulers to hazard their popularity in recommending and levying of taxes; that before the war was concluded, the government stocks, bearing high rates of interest, were below sixty-five for 100 dollars, and any further issues would probably have sunk them to almost the present level of the stocks of some of the bankrupt states."

The revenue of the United States has, since the war of independence, been chiefly derived from the duties upon articles of foreign produce and manufactures, imported either by American or foreign ships. Tonnage duties have also been levied by the customs. Next to the customs, the greatest source of revenue has been derived from the sale of public domains. Internal or excise taxes have occasionally been imposed, but they were universally considered obnoxious, and were continued only for short periods. Before the year 1802, excise duties were imposed on manufactured snuff, refined sugar, sales at auction, licences to retail wines, and distilled spirits, stamped paper, and on carriages for the conveyance of persons; but these were all repealed in that year. During the late war between the United States and Great Britain, duties on most of these articles were renewed; and duties were, also, imposed on various domestic manufactures. But, soon after the return of peace, all these excise taxes were repealed.

Some additions have been made to the revenue (but deemed small additions) from the Post-office, from taxes on patents, and from dividends on bank stock. Direct taxes have been levied at four different times only, since the revolution. On the 1st of July, 1812, immediately after the declaration of war against Great Britain, 100 per cent was added to all the permanent duties on imports, to continue only during the war; but these were afterwards continued until the 30th of June, 1816.

The power of a nation in modern times, as all admit, depends, materially, as well as politically, chiefly on the amount of unencumbered revenue it can raise, without oppression to the people.

In financial legislation slight burdens may prove incentives to greater industry. Grievous taxation, which may be exacted and even raised for a cer-

tain not definable period, discourages public thrift. War and profligacy by increasing expenditure, if that expenditure be greater than the natural annual revenue, taxes the industry of the existing generation as well as that of one or more succeeding generations. Hence arise generally all the perplexities of finance.

The extreme natural revenue to be derived from taxing a nation should never exceed the sum which can be spared for paying the reasonable expenses of an honestly and wisely administered government,—and for defraying the expense of defending the country against aggression, without deducting a greater sum from the general income yielded by labour, than an amount which leaves the full average means of a wholesome subsistence, comfortable lodging, and adequate clothing for the population.

The extreme natural revenue, and the general wealth of the nation which yields it, will be greater or less in proportion to the number of its inhabitants, in the same ratio that the greater ingenuity and labour, or the greater ignorance and idleness of the population, yields the greater or lesser amount in value of commodities. This amount again will be regulated in the cost of production, by the prices of raw material and food, and the outlay of fixed capital. The value of the produce of labour at home, and in all the markets of the world, will depend upon the power of selling and buying, and upon the natural demand for consumption. The more the interchange of the commodities of any one place is restricted, or obstructed, from the markets of another, the more will the quantity of those commodities, wherever produced, be restricted, and obstructed, in the selling, buying, and consumption. On examining the various customs tariffs passed at different periods by the Congress of the United States, we are forced to declare, that they exhibit an extraordinary absence of that wisdom, sagacity, and sound principles, which, in other respects, distinguish the great legislators of America. On fiscal, as well as commercial principles, the various American tariffs are only worthy of being classed with the illiberal barbarisms, and fallacies, which have disgraced the worst legislation of European nations. We will endeavour to prove this under a separate head: and in the mean time only remark, that the only defence, a very inexcusable one it is true, that can be made on the part of America, is, that the latter followed the very bad example persevered in by England.

The following tabular statements, compiled from official returns, will serve to illustrate the financial administration of the United States.*

The following estimate was made out by Mr. Nourse, the registrar of the treasury, in 1790.

* See also the organisation of the treasury, under the head of the "Civil Department of Government."

"General Abstract of the Annual Estimates, and Abstract Statements of the Total Amount of the Expenditures and Advances, at the Treasury of the United States.

"The estimated amount of the expenditures of

	dollars.	cts.
1775 } is, in specie.....	20,064,666	60-90ths
1776 } ditto	24,986,646	85 do.
1777 } ditto	24,289,438	26 do.
1778 } ditto	10,794,820	63 do.
1779 } ditto	3,000,000	00 do.
1780 } ditto	1,942,465	60 do.
1781 } ditto	3,632,745	85 do.
1782 } ditto	3,226,593	43 do.
1783 } ditto	548,525	03 do.
To Nov. 1st, 1784 ditto		
Forming an amount total of.....	92,485,693	15 do.

"The foregoing estimates being confined to actual treasury payments, are exclusive of the debts of the United States, which were incurred, at various periods, for the support of the late war, and should be taken into a general view of the expense thereof, viz.:

	dollars.	cts.
Army debt upon commissioners' certificates.....	11,080,576	1-90th
For supplies furnished by the citizens of the several states, and for which certificates were issued by the commissioners.....	3,723,625	20 do.
For supplies furnished in the quarter-master, commissary, hospital, clothing, and marine department.....	1,150,170	5 do.
For supplies, on accounts settled at the treasury, and for which certificates were issued by the register.....	744,638	49 do.
	16,708,009	75 do.
The foreign expenditures, civil, military, naval, and contingencies, amount, by computation, to.....	5,000,000	00
The expenditures of the several states, from the commencement of the war, to the establishment of peace, cannot be stated with any degree of certainty, because the accounts thereof remain to be settled. But as the United States have granted certain sums for the relief of the several states to be funded by the general government, therefore, estimate the total amount of said assumption.....	21,000,000	00

Estimated expense of the late war, in specie 135,193,703 00 dollars.

"The advances made from the treasury, were principally in a paper medium, called continental money, and which in a short time depreciated: the specie value of which is given in the foregoing estimate. The advances made at the treasury of the United States, in continental money, in new and old emissions, are estimated as follows, viz.:

	OLD EMISSION.		NEW EMISSION.	
	dollars.	cts.	dollars.	cts.
In 1776.....	20,064,666	66-90ths		
1777.....	26,426,333	01 do.		
1778.....	66,965,269	34 do.		
1779.....	140,703,856	77 do.		
1780.....	82,908,320	47 do.	891,236	80-90ths.
1781.....	11,408,095	00 do.	1,179,240	00 do.
	357,476,541	45 do.	2,070,485	80 do.

"In a report made to Congress, by the Board of Treasury, in September, 1787, it is stated, that the requisitions upon the states, for the payment of the interest of the domestic debt, in the years 1782, 1784, 1785, and 1786, amounted to the sum of 6,279,376 dollars 27 cts., and the Board say, "it is with regret we are constrained to observe, that to the 31st of March last, the aggregate payments, on account of these requisitions, do not appear, from any document in the Treasury office

	dollars.	cts.
To exceed the sum of	1,003,725	57
Leaving a balance of interest due of no less than	5,275,650	60
	6,279,376	27

YEARS.	NEW HAMPSHIRE.			VERMONT.			MASSACHUSETTS.			RHODE ISLAND.		
	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.
1791.....	dir. cts. 53,779 39	dir. cts. 4,315 43	dir. cts. 5,772 47 1/2	dir. cts. 1,038 19	.....	.....	dir. cts. 1,025,974 48	dir. cts. 51,904 06	dir. cts. 54,931 35	dir. cts. 153,136 75	dir. cts. 3,137 10 1/2	dir. cts. 7,919 45 1/2
1792.....	53,459 39	1,950 90	3,771 29 1/2	565 81	.....	295 18	810,695 57	12,429 13 1/2	96,300 26 1/2	162,000 47	1,864 87 1/2	6,381 28 1/2
1793.....	51,758 64	675 17	5,032 59	1,958 83	.....	417 14	1,125,784 25	16,400 87	35,598 70	180,543 74	2,307 19	7,869 33
1794.....	51,933 31	891 35	5,921 41	1,958 83	.....	630 53	1,465,134 25	18,400 60	42,599 13	144,547 66	2,501 34	9,657 31
1795.....	51,933 31	891 35	5,921 41	1,958 83	.....	592 92	1,594,653 96	18,434 91	60,298 54 1/2	346,624 85	2,858 33	11,459 09
1796.....	56,957 78	557 63	7,275 20	2,080 96	.....	489 44	2,354,180 22	20,521 04	64,547 31	335,710 56	2,505 31	14,477 14
1797.....	44,912 34	708 67	7,055 23	1,250 83	.....	787 72	2,169,005 12	21,311 04	64,547 31	399,876 64	2,553 61	15,455 27
1798.....	104,900 92	1,296 76	22,616 04	2,437 98	.....	1,281 18	2,133,143 71	21,450 04	72,320 33	248,946 24	2,126 67	14,768 71
1799.....	119,337 64	1,370 63	7,054 01	4,432 41	39 19	1,327 30	2,837,001 65	21,904 37	79,367 28	367,913 32	2,883 12	14,639 77
1800.....	163,157 64	1,451 46	11,785 60	3,644 01	47 58	1,327 30	3,163,181 65	24,329 59	85,468 30	544,083 64	2,829 40	16,966 39
1801.....	165,614 54	1,184 34	12,055 21	2,131 14	20 27	1,364 58	3,424,277 15	30,573 39	96,327 72	523,763 64	2,409 35	20,700 58
1802.....	164,067 69	1,335 55	6,246 05	2,931 62	.....	1,222 62	4,292,244 56	26,992 35	103,359 54	475,649 30	2,403 51	22,566 23
1803.....	165,321 71	1,397 22	12,734 36	2,931 62	.....	1,170 61	4,410,616 74	34,819 86	90,029 85	544,533 89	3,167 73	29,004 91
1804.....	210,410 61	1,465 63	11,271 62	2,732 65	.....	1,373 43	5,401,414 75	34,819 86	117,616 80	643,497 57	2,087 63	23,666 15
1805.....	170,764 64	1,103 63	11,099 53	2,414 76	.....	1,441 71	6,297,330 47	37,355 41	139,208 82	648,456 06	3,032 97	26,315 10
1806.....	222,996 67	1,098 40	11,733 94	2,559 68	.....	1,457 66	6,909,725 18	38,981 05	145,814 28	437,842 92	2,039 91	25,279 96
1807.....	177,550 68	1,092 22	16,451 27	2,197 71	.....	1,517 30	2,924,172 19	33,947 03	125,818 28	328,435 33	3,041 26	20,745 13
1808.....	61,231 70	925 18	12,270 82	1,082 51	.....	4,905 16	2,937,417 09	38,946 21	130,410 59	266,372 77	3,536 63	23,902 34
1809.....	55,893 69	955 83	8,431 02	12,939 41	.....	2,970 99	2,937,501 09	38,946 21	130,410 59	266,372 77	3,536 63	23,902 34
1810.....	61,464 39	755 23	7,107 58	11,244 41	.....	2,881 34	3,959,170 99	29,554 71	105,734 63	540,493 58	3,701 45	20,289 51
1811.....	77,304 27	910 28	8,228 54	7,664 00	.....	4,371 51	2,772,073 61	21,736 31	98,271 32	561,053 30	3,764 16	38,645 03
1812.....	43,392 00	1,929 57	9,281 31	1,403 51	.....	3,969 60	2,091,723 46	66,286 91	84,349 96	744,553 72	28,902 11	31,174 76
1813.....	130,514 44	1,593 78	8,271 41	1,063 51	.....	10,412 24	1,492,530 41	65,096 98	84,365 95	587,268 83	3,121 13	34,430 84
1814.....	85,640 93	376 88	9,485 45	233,365 35	.....	13,273 35	3,544,211 82	70,133 02	107,278 77	272,130 63	3,494 33	49,428 14
1815.....	75,576 11	1,145 89	7,927 84	13,570 69	.....	13,075 71	2,847,588 37	63,438 99	129,590 96	376,158 08	2,546 92	33,332 89
1816.....	84,460 65	1,006 51	7,132 21	20,866 69	.....	5,337 64	4,217,058 27	34,798 98	130,545 70	480,898 07	3,649 03	34,449 81
1817.....	103,031 47	1,174 88	6,896 18	11,029 88	.....	6,416 96	4,141,021 84	21,765 79	130,545 70	600,641 57	3,143 97	35,879 20
1818.....	108,299 32	1,062 88	7,017 84	13,745 38	.....	6,733 26	4,141,021 84	21,765 79	130,545 70	600,641 57	3,143 97	35,879 20
1819.....	108,299 32	1,062 88	7,017 84	13,745 38	.....	6,733 26	4,141,021 84	21,765 79	130,545 70	600,641 57	3,143 97	35,879 20
1820.....	149,363 41	2,330 73	7,260 18	8,740 87	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1821.....	133,571 42	1,820 62	9,378 01	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1822.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1823.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1824.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1825.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1826.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1827.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1828.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1829.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1830.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1831.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1832.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1833.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1834.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1835.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1836.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1837.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1838.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1839.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1840.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1841.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1842.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78
1843.....	164,154 83	1,056 26	7,213 16	10,776 72	.....	4,338 47	5,390,216 70	20,904 62	126,686 90	634,706 90	3,018 43	34,557 78

YEARS.				CONNECTICUT.				NEW YORK.				NEW JERSEY.				PENNSYLVANIA.						
Duties on Imports.		Expenses of Collection.		Duties on Imports.		Duties on Tonnage.		Expenses of Collection.		Duties on Imports.		Duties on Tonnage.		Expenses of Collection.		Duties on Imports.		Duties on Tonnage.		Expenses of Collection.		
dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	dira.	cts.	
144,867	74	9,087	53	1,335,273	273	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
215,661	89	3,229	18	7,362	431	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
186,770	57	3,039	15	10,516	83	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
186,533	50	1,995	78	10,516	83	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
168,797	96	1,915	23	11,892	82	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
191,700	61	1,927	75	12,179	19	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	89
190,706	35	2,383	63	14,338	18	1,335,064	98	95,884	93	23,257	004	13,379	56	1,069	32	1,327	96	1,475	428	20	60,404	8

YEARS.	DELAWARE.			MARYLAND.			SOUTH CAROLINA.			GEORGIA.		
	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.
	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.	dir. cts.
1791.....	40,259 22	3,347 34	2,404 79	641,645 01	38,611 24	25,572 89	825,445 36	35,092 88	18,403 83	77,832 23	21,093 81	9,700 79
1792.....	20,273 82	1,359 59	2,755 12	441,334 05	13,035 31	29,892 36	304,138 09	15,923 93	18,399 16	49,677 66	10,063 91	6,442 21
1793.....	60,276 61	740 99	3,435 31	590,023 31	18,300 83	59,392 36	708,571 57	14,229 35	19,246 70	33,269 91	7,890 63	8,633 66
1794.....	26,367 14	541 36	3,819 82	1,226,139 68	9,698 14	27,270 02	1,314,511 33	10,732 84	19,443 48	95,475 77	3,713 95	8,863 68
1795.....	32,099 98	448 33	3,790 82	1,246,139 68	9,698 14	33,691 21	1,314,511 33	10,732 84	20,246 61	79,666 03	2,697 73	7,732 68
1796.....	46,466 61	575 73	4,454 34	1,368,169 91	9,138 68	33,691 21	1,413,232 34	6,791 32	17,381 04	63,233 46	2,703 63	9,095 88
1797.....	84,026 22	1,366 27	6,838 62	1,638,609 28	11,330 31	38,324 55	1,632,229 54	14,415 92	31,175 58	171,905 25	3,442 73	10,473 97
1798.....	83,028 72	1,389 01	6,838 62	1,638,609 28	11,330 31	38,324 55	1,632,229 54	14,415 92	31,175 58	171,905 25	3,442 73	10,473 97
1799.....	101,028 72	1,589 01	8,268 78	1,924,170 41	15,730 61	49,611 76	2,000,302 96	8,393 99	40,942 94	109,786 86	135 97	1,655 28
1800.....	37,354 43	1,260 36	8,268 78	1,924,170 41	15,730 61	49,611 76	2,000,302 96	8,393 99	40,942 94	109,786 86	135 97	1,655 28
1801.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1802.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1803.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1804.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1805.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1806.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1807.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1808.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1809.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1810.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1811.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1812.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1813.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1814.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1815.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1816.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1817.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1818.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1819.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1820.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1821.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1822.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1823.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1824.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1825.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1826.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1827.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1828.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1829.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1830.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1831.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1832.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1833.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1834.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1835.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1836.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1837.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1838.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1839.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1840.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1841.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1842.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22
1843.....	134,353 57	1,733 03	11,697 30	2,156,446 77	14,903 71	30,372 08	2,237,100 18	17,440 81	83,541 29	221,037 44	6,740 14	16,435 22

YEARS.	LOUISIANA.			ALABAMA.		
	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.	Duties on Imports.	Duties on Tonnage.	Expenses of Collection.
	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.	dls. cts.
1804.....	285,790 65	4,124 41	11,794 37			
1805.....	435,140 08	6,507 26	20,180 73			
1806.....	551,321 50	7,920 24	34,131 41			
1807.....	658,211 15	7,626 87	33,191 15			
1808.....	171,475 09	4,303 23	27,805 86			
1809.....	149,118 65	3,345 75	21,020 45			
1810.....	270,386 38	5,430 85	17,993 97			
1811.....	166,028 63	4,713 98	21,457 51	249 91	119 30	428 09
1812.....	165,108 92	3,280 92	28,052 64	902 85	130 10	645 29
1813.....	235,082 30	4,355 35	19,004 21	6,578 39	399 45	853 03
1814.....	100,435 08	870 63	14,029 70	10,913 13	259 60	3,528 28
1815.....	944,399 45	33,078 57	28,450 20	16,191 44	510 06	6,620 13
1816.....	1,329,615 76	28,862 90	49,432 79	12,755 24	102 33	6,703 52
1817.....	1,164,261 47	23,948 56	57,393 65	17,066 33	387 06	7,068 38
1818.....	983,247 61	24,532 40	63,332 60	23,394 85	603 67	7,535 63
1819.....	983,767 84	11,876 61	69,820 22	7,232 80	676 55	7,183 91
1820.....	471,173 25	29,066 69	57,298 70	15,579 53	618 18	10,335 51
1821.....	793,260 52	30,798 56	57,889 35	16,398 26	833 88	15,638 01
1822.....	849,360 47	18,740 69	52,267 81	38,073 20	701 65	15,563 68
1823.....	904,456 87	11,297 89	49,761 08	34,416 26	1,115 85	17,433 27
1824.....	911,970 60	9,429 35	39,259 44	44,710 43	1,280 25	25,729 17
1825.....	1,117,372 35	10,725 14	49,892 62	57,075 12	1,402 90	15,803 74
1826.....	945,280 90	12,490 06	53,329 41	60,265 39	1,835 22	23,330 06
1827.....	1,409,194 06	14,338 77	61,720 39	101,112 08	1,812 57	24,033 18
1828.....	1,423,447 24	15,774 64	65,546 95	93,171 69	1,807 53	24,830 85
1829.....	1,850,415 54	16,411 62	85,343 10	133,552 38	1,560 20	27,328 59
1830.....	2,087,451 43	18,259 26	66,391 89	90,751 83	1,651 21	25,408 29
1831.....	2,590,922 48	17,628 44	76,899 66	80,083 57	1,141 24	35,314 83
1832.....	1,647,961 42	12,629 81	91,699 14	57,160 58	120 00	19,081 04
1833.....	1,474,390 27	21,925 34	76,490 14	46,939 40	355 00	28,116 60
1834.....	1,554,019 45	45,608 71	94,051 30	57,493 29	.....	34,685 24
1835.....	2,477,049 71	33,829 24	104,714 70	92,845 00	.....	21,806 14
1836.....	2,265,591 71	15,537 73	105,392 20	138,480 31	251 82	25,775 22
1837.....	1,326,932 07	21,789 88	103,708 23	67,305 57	540 56	39,797 19
1838.....	1,539,302 76	37,112 83	95,185 20	58,775 45	1,551 85	33,394 52
1839.....	1,562,985 79	30,980 38	108,285 09	77,394 25	491 79	35,216 30
1840.....	1,174,804 35	19,532 69	115,017 52	91,650 00	2,773 81	33,885 69
1841.....	1,603,925 44	24,282 04	96,619 80	69,553 10	889 27	34,193 03
1842.....	820,899 86	12,112 79	99,755 09	68,044 42	1,037 47	19,997 68
1843.....	240,859 24	1,280 61	30,429 63	60,130 83	.....	11,384 80

RECAPITULATION.

STATES AND TERRITORIES.	Duties on Imports.		Duties on Tonnage.		Expenses of Collection.	
	dls.	cts.	dls.	cts.	dls.	cts.
Maine.....	7,931,776	29	161,291	52	1,860,197	30
New Hampshire.....	4,834,494	90	48,771	49	550,265	96
Vermont.....	1,797,045	08	258 11		267,654	28
Massachusetts.....	200,250,953	35	1,288,837	24½	6,324,916	23½
Rhode Island.....	18,077,775	25	161,513	63	1,393,809	02½
Connecticut.....	12,086,725	52	160,515	24	1,141,334	24½
New York.....	414,586,002	47	15,42,563	79	10,906,071	95½
New Jersey.....	2,714,481	20	88,903	34½	294,099	77
Pennsylvania.....	64,880,079	83	584,658	85	3,613,594	96
Delaware.....	2,392,543	31	38,857	91	634,547	19½
Maryland.....	78,232,331	73	520,800	33½	2,791,412	90½
District of Columbia.....	4,115,316	06	60,929	80	428,052	94
Virginia.....	23,377,260	79	536,584	32	1,750,468	57½
North Carolina.....	6,843,504	57	256,999	59½	997,163	94½
South Carolina.....	40,590,151	03	656,408	20	2,328,379	58½
Georgia.....	10,500,424	16	209,263	70	1,270,146	40½
Alabama.....	1,752,752	34	27,007	66	537,039	28
Mississippi.....	78,004	53	915 08		18,439	76
Louisiana.....	42,247,736	84	604,710	68	2,365,179	80
Kentucky.....	32,544	00	52 31		6,719	83
Tennessee.....	34,806	88	90 00		5,965	02
Ohio.....	47,609	63	894 36		78,923	71
Illinois.....	5,819	63	28 75		1,564	74
Michigan.....	412,892	69½	2,449	938	248,337	80
Missouri.....	52,853	29	.....		3,798	90
Florida.....	802,580	91	23,378	02	518,058	07
Total.....	938,678,496	57	7,075,718	71½	40,435,092	40½

REVENUE FROM THE SALE OF PUBLIC LANDS.

Under the head of Public Lands of the United States, Tabular Statements of Revenue derived from Sales will be found.

POST OFFICE.—See Post Office of United States for Revenue derived from.

DIRECT TAXES.

Although direct taxes are levied under laws passed by the legislatures of particular states (which see), direct taxation has always been considered odious when levied by the general government. The following statements are chiefly on the authority of Mr. Pitkin. "By the Constitution," he observes, "direct taxes, when laid, are to be apportioned among the states in the same manner as representatives, including three-fifths of the slave population. This part of the Constitution was a compromise between the slave-holding and non slave-holding states; the former, agreeing to pay direct taxes, according to the ratio of their representation. Notwithstanding this, four direct taxes only have been laid from the commencement of the government—the slave-holding states, therefore, have enjoyed the benefits of this compromise without feeling much of its burdens.

"The first direct tax was imposed July 14th, 1798, being 2,000,000 dollars, and was apportioned agreeable to the constitution. It was laid upon all dwelling houses, and lands, and on slaves between the ages of twelve and fifty, in the following manner, viz. :—

"Upon every dwelling-house, which, with the out-houses, appurtenant thereto, and the land whereon the same was erected, not exceeding two acres, shall not be valued at more than 100 dollars, and not more 500 dollars, a sum equal to one-tenth of one per cent on the amount of valuation.

At more than 500 dollars, and not more than 1,000 dollars, three tenths of one per cent.

do.	1,000	do.	do.	3,000	do.	four tenths of	do.
do.	3,000	do.	do.	6,000	do.	five tenths of	do.
do.	6,000	do.	do.	10,000	do.	six tenths of	do.
do.	10,000	do.	do.	15,000	do.	seven tenths of	do.
do.	15,000	do.	do.	20,000	do.	eight tenths of	do.
do.	30,000	do.	do.	30,000	do.	nine tenths of	do.

And on all dwelling-houses, valued at more than 30,000 dollars, one per cent.

"Upon every slave enumerated (and such as 'from fixed infirmity or bodily disability were incapable of labour,' were not to be enumerated) there was assessed fifty cents.

"After deducting the sums thus assessed upon dwelling-houses and slaves, within each state, from the sum apportioned to such state, the remainder was assessed upon the lands in such state, according to the valuation made, in pursuance of law, and at such ratio per centum as should be sufficient to produce the said remainder.

	acres	Value. dollars.
"The number of acres of land in the United States, then valued, was	163,746,688	479,293,263
"The number of dwelling-houses over 100 dollars was	276,895	140,683,984
"Making for both		619,977,247
"The number of slaves enumerated was 393,219.		
"The proportion of the two millions assessed upon houses was		471,988
"Upon lands		1,327,713
"Upon slaves		196,609

"The second direct tax was laid the 2nd of August, 1813, being 3,000,000 dollars, and was apportioned among the states on the census of 1810; and the sums thus apportioned were divided to each county in the state.

"A difference in the value of lands and houses in different counties produced a great inequality in the sums paid by individuals in the same state, though possessed of lands

valued alike; and showed the injustice of the modes of apportioning each state's quota among the several counties.

"Such was the low state of the public funds, at the commencement of the year 1815, fir consequence of the failure of the imposts, and the impossibility of obtaining loans, an act, passed on the 9th of January of that year, Congress laid an annual direct tax of 6,000,000 dollars; and it was laid, as the title of the act declares, 'for defraying the expenses of government, and maintaining the public credit.'

"We would here observe, that peace having taken place, the act laying the annual 6,000,000 dollars tax, was repealed on the 5th of March, 1816, and a tax of 3,000,000 dollars only, was laid for that year."

RECEIPTS of the Treasury of the United States from all Sources, from 1791 to 1832.

YEARS.	Customs.	Internal Revenue.	Direct Taxes.	Postage.	Public Lands.	Loans, and Treasury Notes, &c.	Dividend and Sales of Bank Stock and Bonus.	Miscellaneous.	TOTAL REVENUE.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791.....	4,89,947.3	.....	.....	.....	.....	5,791,112	.....	19,440	10,210,025
1792.....	3,443,070	208,042	.....	.....	.....	5,070,806	8,028	9,018	8,740,766
1793.....	4,255,306	337,708	.....	11,120	.....	1,067,701	38,500	10,390	5,720,634
1794.....	4,801,086	274,089	.....	29,478	.....	4,609,196	283,472	23,790	10,011,101
1795.....	5,688,461	337,735	.....	28,400	.....	3,305,268	160,000	8,917	9,410,802
1796.....	6,567,987	475,289	.....	72,909	4,836	362,800	1,240,000	16,506	8,740,329
1797.....	7,549,640	575,491	.....	64,500	83,540	70,135	385,220	30,379	8,758,916
1798.....	7,106,061	644,357	.....	39,500	11,963	308,374	79,920	18,692	8,209,070
1799.....	6,610,449	779,136	.....	41,000	.....	5,074,616	71,040	45,187	12,621,459
1800.....	6,080,932	809,896	734,223	78,000	443	1,002,435	71,040	74,712	12,451,184
1801.....	10,750,778	1,048,033	834,343	79,500	167,726	10,125	88,800	266,149	12,945,451
1802.....	12,438,235	621,898	206,565	35,000	188,628	5,597	1,327,560	177,905	15,001,397
1803.....	10,479,417	216,179	71,879	16,427	165,675	.....	.....	115,518	11,064,090
1804.....	11,099,505	50,941	50,198	26,500	487,526	9,532	.....	112,575	11,835,818
1805.....	12,026,487	21,747	21,883	21,342	530,193	128,814	.....	19,039	13,689,508
1806.....	14,667,098	20,101	55,763	41,117	763,215	48,897	.....	10,904	15,608,829
1807.....	15,845,521	13,051	34,732	3,614	466,163	.....	.....	34,935	16,398,014
1808.....	16,363,550	8,210	19,159	.....	647,939	1,822	.....	21,802	17,062,543
1809.....	7,296,020	4,044	7,517	.....	442,252	.....	.....	23,638	7,773,476
1810.....	8,843,300	7,430	12,448	.....	696,548	2,769,992	.....	84,476	12,144,208
1811.....	13,313,222	2,295	7,666	37	1,010,237	8,369	.....	00,008	14,431,832
1812.....	8,958,777	4,902	8,50	85,039	710,427	12,837,000	.....	41,125	22,639,032
1813.....	13,224,623	4,735	3,805	35,000	835,655	26,184,435	.....	236,571	40,521,844
1814.....	5,894,772	1,602,984	2,219,497	46,000	1,135,971	23,377,911	.....	119,390	34,559,536
1815.....	7,282,942	4,070,059	2,102,073	135,000	1,287,959	33,264,320	.....	180,282	50,961,237
1816.....	26,306,874	5,124,708	4,253,035	149,787	1,717,985	5,494,436	.....	123,994	37,171,421
1817.....	26,383,348	2,678,100	1,834,187	29,371	1,991,226	734,442	202,426	80,389	33,833,592
1818.....	17,176,385	955,279	264,333	20,070	2,090,564	8,765	525,000	37,547	21,893,936
1819.....	20,243,008	226,509	89,500	71	3,274,422	2,201	665,000	37,047	24,605,665
1820.....	15,005,612	106,360	31,886	516	1,625,871	3,040,824	1,000,000	54,872	20,881,693
1821.....	13,004,447	69,027	20,349	516	1,212,066	5,000,344	105,000	152,972	19,873,703
1822.....	17,889,761	67,055	20,961	602	1,803,581	.....	297,000	452,585	20,232,427
1823.....	19,084,433	34,242	10,337	110	910,623	.....	350,000	141,019	20,540,806
1824.....	17,878,325	34,663	6,201	.....	984,418	5,000,000	350,000	127,603	24,341,212
1825.....	20,098,713	25,771	2,330	469	1,210,090	5,000,000	367,500	129,082	26,840,858
1826.....	23,341,331	21,589	6,638	300	1,393,783	.....	402,500	94,286	25,264,434
1827.....	19,712,283	19,885	2,626	101	1,495,845	.....	420,000	1,315,821	22,966,363
1828.....	23,303,523	17,451	4,218	20	1,018,308	.....	435,000	65,196	24,763,620
1829.....	22,661,965	14,602	11,335	86	1,517,173	.....	490,000	112,561	24,827,627
1830.....	21,922,391	12,160	16,980	55	2,329,356	.....	490,000	73,172	24,844,116
1831.....	24,224,441	6,933	10,500	561	3,210,815	.....	490,000	583,563	28,520,820
1832.....	28,405,237	11,630	6,791	244	2,623,361	.....	490,000	90,276	31,965,561

TOTAL Receipts from 1791 to 1832, were as follows :

RETURNS.	Receipts.
	dtrs. cts.
Customs.....	594,909,067 29
Internal revenue.....	22,235,260 81
Direct taxes.....	12,736,888 80
Postage.....	1,091,223 61
Public lands.....	40,627,250 92
Loans and treasury notes, &c.....	156,181,578 37
Dividends and sales of bank stock and bonus.....	11,052,560 30
Miscellaneous.....	5,428,892 33
Total.....	844,282,668 43

TOTAL Expenditure from 1791 to 1832.

RETURNS.	Expenditure.
	dtrs. cts. dtrs. cts.
Civil list.....	37,158,047 31
Public debt.....	408,090,304 88
Naval establishment.....	112,703,983 27
MILITARY ESTABLISHMENT.	
Military services including fortifications, arsenals, armories, ordnance, internal improvements, &c.....	190,589,643 21
Revolutionary pensions.....	17,268,282 22
Other pensions.....	6,710,807 23
Indian department.....	.....
Foreign intercourse.....	.....
Miscellaneous.....	.....
Grand total.....	842,250,890 88

EXPENDITURE of the United States from 1791 to 1832.

YEARS.	Civil List.	Public Debt.	Naval Establishment.	MILITARY ESTABLISHMENT.		Foreign Inter-course.	Miscellaneous.	Total Expenditure	Balances in the Treasury at the end of the year.
				Military services, including fortifications, arsenals ordnances, pensions, &c.	Indian Department.				
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
1791.....	757,134	5,287,949	570	808,617	27,000	14,733	311,533	7,207,639	973,003
1792.....	380,917	27,263,663	53	1,209,045	13,048	78,766	194,372	9,141,969	782,444
1793.....	358,241	5,819,505	...	1,201,336	27,242	80,500	24,709	7,320,575	753,601
1794.....	440,346	5,801,578	01,408	2,730,496	13,042	146,403	118,248	9,302,124	1,151,924
1795.....	361,633	6,084,411	410,562	2,579,583	28,475	912,685	92,718	10,435,059	516,442
1796.....	447,139	5,835,816	214,784	1,361,106	113,503	184,859	170,476	8,367,577	888,925
1797.....	463,233	6,792,421	362,631	1,431,058	62,496	669,788	103,880	8,636,012	1,021,899
1798.....	564,505	6,990,294	1,381,347	2,111,367	16,470	457,428	149,004	8,613,517	617,451
1799.....	592,005	4,596,876	2,854,081	2,569,390	20,302	271,871	175,111	10,077,043	2,161,867
1800.....	748,688	4,578,369	3,448,716	2,625,008	31	325,288	103,636	11,069,739	2,623,311
1801.....	519,384	7,291,707	2,111,424	1,746,477	9,000	298,670	260,038	12,273,370	3,203,391
1802.....	596,981	9,530,004	915,501	1,261,588	94,000	550,525	315,022	13,276,084	5,020,697
1803.....	326,843	7,256,150	1,215,230	884,957	60,000	1,110,834	205,217	11,258,083	4,225,811
1804.....	624,795	8,171,787	1,180,832	865,515	116,500	1,146,055	379,558	12,624,646	4,037,005
1805.....	585,849	7,369,880	1,597,500	794,635	106,500	2,708,028	384,720	13,727,114	3,999,388
1806.....	684,230	8,989,841	1,649,641	1,306,230	234,700	1,760,421	445,485	15,070,093	4,538,123
1807.....	655,924	6,307,720	1,722,004	1,359,185	205,425	577,826	464,546	11,292,292	9,613,850
1808.....	691,167	10,260,245	1,844,067	2,983,410	213,575	304,092	427,124	16,764,544	9,941,809
1809.....	712,465	6,432,554	2,427,758	3,423,605	357,503	166,306	337,642	13,667,220	3,848,066
1810.....	703,994	8,008,904	1,654,244	2,478,067	117,625	81,367	315,783	13,319,086	2,672,276
1811.....	644,467	8,009,201	1,905,566	2,107,871	151,875	264,961	457,019	13,601,808	3,504,305
1812.....	826,271	4,449,022	3,950,565	11,900,200	277,845	347,703	509,119	22,219,121	3,462,317
1813.....	780,545	1,108,121	6,446,600	10,739,002	107,358	209,941	738,940	39,100,520	5,196,542
1814.....	927,424	7,900,513	7,311,290	20,310,970	167,394	177,179	1,103,425	38,028,230	1,727,848
1815.....	852,247	12,624,922	8,060,000	14,803,950	530,750	290,892	1,755,731	39,582,403	13,106,592
1816.....	1,208,125	24,871,062	3,904,278	16,200,600	274,512	364,620	1,416,955	48,244,495	22,633,519
1817.....	994,556	25,423,030	3,314,598	8,301,610	319,463	281,994	2,242,384	40,877,646	14,089,465
1818.....	1,109,559	21,296,201	2,953,695	6,513,434	605,704	420,429	2,305,849	35,104,875	1,478,522
1819.....	1,142,180	7,703,926	3,847,640	8,922,239	463,181	281,113	1,640,917	21,004,199	2,079,996
1820.....	1,218,310	8,628,494	4,397,990	8,838,768	315,750	253,370	1,090,341	21,763,024	1,198,461
1821.....	1,112,292	8,367,053	3,319,243	4,704,108	477,005	207,110	903,718	19,080,572	1,681,592
1822.....	1,158,131	7,818,949	2,221,158	5,070,179	577,007	164,879	644,085	17,662,592	4,237,427
1823.....	1,058,911	10,580,010	2,503,765	4,877,512	380,781	292,118	671,003	15,314,177	9,463,922
1824.....	1,366,266	10,580,303	2,904,581	4,410,205	429,087	5,140,009	678,932	31,898,538	1,940,897
1825.....	1,330,747	12,053,344	3,049,083	4,908,724	724,106	371,666	1,046,131	28,585,804	5,201,659
1826.....	1,250,745	11,041,082	4,218,903	5,499,787	743,447	232,719	1,110,713	24,103,398	6,358,686
1827.....	1,228,141	10,003,068	4,263,877	4,915,115	760,624	659,211	826,123	22,656,764	6,608,266
1828.....	1,455,490	12,163,438	3,918,786	4,906,116	705,084	1,001,193	1,219,368	35,459,479	5,972,435
1829.....	1,327,069	12,383,867	3,308,745	5,673,883	576,344	207,765	1,565,679	35,044,358	5,765,708
1830.....	1,579,721	11,355,748	3,339,428	6,130,424	622,262	291,967	1,363,624	24,585,281	6,014,339
1831.....	1,373,755	16,174,378	3,650,133	6,012,499	930,738	298,554	1,392,336	30,038,446	4,502,914
1832.....	1,800,757	17,840,309	3,966,370	6,630,465	1,342,419	325,181	2,451,302	34,356,098	2,011,777

Subsequent statements left a balance in the treasury as follows :

DATE.	Balance.		DATE.	Balance.	
	dolls.	cts.		dollars.	dolls. cts.
1st of January, 1833.....	2,011,777	55	Receipts during 1833.....	...	28,430,881 07
Receipts during 1833.....	33,948,426	25	Receipts (reduced) 1834.....	...	47,091,898 00
Receipts (reduced) 1834.....	21,791,035	53	Expenditure and interest of debt, 1833.....	242,57,298	49
Expenditure and interest of debt, 1833.....	242,57,298	49	Ditto ditto, 1834.....	24,601,982	44
Ditto ditto, 1834.....	24,601,982	44	Total.....	18,176,141	8,892,858 49
1st of January, balance in treasury.....	...	8,892,858 42	Expenditure, 1835.....	...	...
			Ditto, 1836.....	22,000,000	10,176,141 00

Balance in the treasury; 1st of January, 1837, 44,839,494 dollars 96 cents, which, according to various deductions made by the secretary of the treasury, was reduced to about 42,000,000 dollars, all of which, except 5,000,000 dollars, was transferred to the several state deposit banks. The treasury having ceased to make loans until 1840, the necessity for which was attributed by one party to the surplus being deposited in the state banks.

STATEMENT of the Receipts into the National Treasury, from Customs, Internal Revenue, and Direct Taxes, and Sales of Public Lands, and fractions of a dollar being excluded.

STATEMENT of the Expenditures of the United States, exclusive of Payments on Account of the Public Debt, and from Trust Funds, Fractions excluded.

YEARS.	Customs. dollars.	Internal and Direct Taxes. dollars.	Sales of Lands and Miscel- laneous. dollars.	AGGREGATE OF RECEIPTS.		Civil List, Foreign Inter- course, & Miscella- neous. dollars.	Military Establish- ment. dollars.	Naval Establish- ment. dollars.	AGGREGATE OF EX- PENDITURES.	
				In each Year. dollars.	In each period of Four Years. dollars.				In each Year. dollars.	In each Period of Four Years. dollars.
1789-91.	4,399,473	....	....	4,399,473	....	1,083,401	835,618	870	1,919,389	....
1792....	3,443,071	208,943	....	3,652,014	8,051,487	654,257	1,223,597	53	1,877,904	3,797,493
1793....	4,255,306	337,706	....	4,593,012	....	472,450	1,237,628	....	1,710,070	....
1794....	4,801,065	274,000	....	5,075,135	....	705,594	2,733,540	61,409	3,500,547	....
1795....	5,588,461	337,755	....	5,926,216	....	1,367,037	2,573,059	410,562	4,150,658	....
1796....	6,507,088	475,200	4,836	7,048,114	22,642,407	772,485	1,474,601	274,740	2,521,930	12,082,208
1797....	7,549,650	575,491	83,541	8,208,682	....	1,246,904	1,194,055	382,032	2,823,591	....
1798....	7,106,002	644,358	11,003	7,762,363	....	1,111,038	2,130,837	1,381,348	4,023,223	....
1799....	6,016,449	779,136	....	7,399,585	....	1,039,392	2,582,693	2,858,082	6,480,167	....
1800....	5,980,933	1,543,020	444	10,624,957	33,985,647	1,337,713	2,025,041	3,444,716	7,411,370	21,339,361
1801....	10,750,779	1,582,377	167,720	12,500,882	....	1,111,708	1,755,477	2,111,424	4,981,060	....
1802....	12,438,230	828,464	188,628	13,455,328	....	1,462,522	1,358,589	515,522	8,737,090	....
1803....	10,479,418	287,059	105,766	10,872,153	....	1,842,636	944,958	1,215,331	4,002,225	....
1804....	11,098,565	101,139	487,527	11,687,231	48,575,604	2,191,009	1,072,017	1,189,833	4,462,859	17,174,433
1805....	12,536,487	43,031	540,194	13,520,312	....	3,768,588	991,136	1,597,500	6,357,224	....
1806....	14,667,698	75,865	765,246	15,508,809	....	2,891,037	1,540,131	1,649,041	6,081,105	....
1807....	15,815,522	47,784	466,163	16,339,469	....	1,697,897	1,564,611	1,722,064	4,984,572	....
1808....	16,303,556	27,370	617,939	17,038,859	62,427,449	1,423,286	3,106,985	1,884,968	6,504,393	23,927,244
1809....	7,296,021	11,562	412,252	7,749,835	....	1,215,801	2,377,109	2,427,759	7,411,672	....
1810....	8,583,309	19,479	696,549	9,299,737	....	1,101,115	2,555,093	1,654,244	5,311,082	....
1811....	13,313,223	9,962	1,040,238	14,363,423	....	1,367,291	2,259,747	1,905,666	5,592,604	....
1812....	9,058,778	5,762	710,428	9,674,968	41,087,963	1,684,988	12,187,016	3,959,365	17,829,489	36,147,857
1813....	13,224,623	8,561	835,655	14,068,839	....	1,729,435	19,506,362	6,446,600	28,082,397	....
1814....	15,998,772	3,882,482	1,135,971	17,017,225	....	2,208,029	20,008,361	7,311,291	30,127,686	....
1815....	7,282,942	6,840,733	1,287,059	15,411,634	....	2,898,471	15,391,700	8,600,000	26,954,571	....
1816....	36,306,875	9,378,341	1,717,585	47,403,201	87,900,902	2,989,742	16,475,412	3,908,278	23,373,432	108,537,086
1817....	26,283,348	4,512,288	1,991,226	32,786,862	....	3,518,937	8,021,075	3,314,598	15,454,610	....
1818....	17,176,345	1,219,613	2,606,565	21,002,523	....	3,835,839	7,019,140	2,053,695	13,808,671	....
1819....	20,283,669	313,244	3,271,423	23,871,276	....	3,067,212	9,385,421	3,847,540	16,360,274	....
1820....	15,005,612	137,847	1,635,872	16,779,331	94,440,032	2,992,022	6,154,518	4,387,990	13,134,530	58,698,087
1821....	13,004,447	98,377	1,212,066	14,315,790	....	2,223,122	5,181,114	3,319,213	10,723,479	....
1822....	17,589,702	88,617	1,803,582	19,481,901	....	1,967,906	5,635,187	2,224,409	9,827,649	....
1823....	19,088,433	44,580	916,523	20,049,536	....	2,022,004	5,258,295	2,503,760	9,784,155	....
1824....	17,878,326	40,865	984,418	18,903,609	72,750,896	7,155,308	5,070,255	2,994,582	15,330,145	45,065,421
1825....	20,098,714	28,102	1,216,090	21,342,906	....	2,748,544	5,692,831	3,049,084	11,490,459	....
1826....	23,341,332	28,228	1,393,785	24,763,345	....	2,600,178	6,243,236	4,218,902	13,062,316	....
1827....	19,712,283	22,513	1,495,045	21,230,041	....	2,314,777	5,675,742	4,263,878	12,254,397	....
1828....	23,205,524	19,671	1,018,308	24,243,504	91,580,396	7,886,032	5,701,203	3,918,786	12,506,041	49,313,213
1829....	22,081,066	25,834	1,517,175	23,624,070	....	3,092,214	6,250,530	3,308,745	12,651,489	....
1830....	21,922,391	29,144	2,320,350	24,280,884	....	3,228,416	7,052,689	3,239,429	13,220,534	....
1831....	24,244,442	17,444	3,210,815	27,472,697	....	3,614,346	6,913,239	3,836,183	13,863,768	....
1832....	28,165,237	18,492	2,623,381	31,107,100	107,065,604	4,574,841	7,082,877	3,925,370	16,514,088	56,249,879
1833....	29,032,509	3,15	3,967,682	33,003,341	....	5,051,789	13,090,152	3,901,357	22,049,298	....
1834....	16,214,957	4,213	4,867,601	21,076,774	....	4,399,779	10,064,428	3,536,260	18,420,467	....
1835....	16,391,311	14,796	4,737,601	24,163,635	....	3,720,167	9,120,313	3,864,039	17,005,419	....
1836....	23,409,040	1,093	4,877,180	28,286,219	136,631,972	5,388,371	18,466,110	5,800,703	29,653,244	87,130,428
1837....	11,165,970	....	6,863,556	18,029,526	....	5,524,253	10,417,274	6,852,060	31,793,587	....
1838....	10,135,455	....	3,214,184	13,369,639	....	5,666,703	19,936,312	5,075,771	31,578,783	....
1839....	23,136,397	....	7,261,118	30,397,515	....	4,994,562	14,268,081	6,225,007	25,488,547	....
1840....	13,496,834	....	3,494,356	16,991,191	84,787,872	5,581,878	11,521,438	6,124,456	23,327,772	112,188,601
1841* ..	14,481,098	....	1,470,295	15,952,293	....	913,327	2,122,061	724,262	3,819,850	....
1842† ..	18,176,721	....	1,434,878	19,611,599	....	6,215,940	13,903,898	6,246,503	26,366,347	....
1843‡ ..	13,179,110	....	1,428,020	14,605,145	....	6,865,452	8,248,918	7,963,678	23,078,047	....
1843§ ..	7,046,841	....	1,428,020	14,605,145	....	2,867,289	4,158,384	3,072,718	10,691,391	....
1844|| ..	26,183,570	....	2,320,048	28,503,618	93,278,800	5,231,747	8,231,317	6,496,991	20,070,074	82,832,128

* From January 1, to March 3, 1841.

† From March 4, 1841, to March 4, 1842.

‡ From March 4, 1842, to January 1, 1843.

§ From January 1, 1843, to July 1843.

|| From July 1, 1843, to June 30, 1844.

Amount of the Public Debt of the United States in each successive Year from 1791 to 1835.

Y E A R S.	Amount of Debt.	Y E A R S.	Amount of Debt.	Y E A R S.	Amount of Debt.
	dollars cts.		dollars cts.		dollars cts.
1791.....	75,468,476 33*	1806.....	75,723,270 66	1821.....	89,587,427 08
1792.....	77,327,924 66	1807.....	69,218,398 64	1822.....	93,546 670 08†
1793.....	86,352,634 64	1808.....	65,106,817 97	1823.....	90,873,877 22
1794.....	78,427,404 77	1809.....	57,023,192 09	1824.....	90,269,777 77
1795.....	80,747,587 39	1810.....	53,173,217 52	1825.....	83,788,432 71
1796.....	83,762,172 07	1811.....	48,005,587 76	1826.....	81,054,059 99
1797.....	82,004,479 33	1812.....	45,209,737 90	1827.....	73,587,357 20
1798.....	79,228,529 12	1813.....	55,902,827 57	1828.....	67,475,043 87
1799.....	76,408,460 77	1814.....	81,487,846 24	1829.....	58,421,413 67
1800.....	83,376,204 35	1815.....	90,833,166 15‡	1830.....	48,580,534 22
1801.....	83,938,050 80	1816.....	127,334,033 74	1831.....	39,082,461 88
1802.....	80,712,032 25	1817.....	123,491,965 16	1832.....	24,282,879 24
1803.....	77,054,686 30	1818.....	103,466 633 83	1833.....	7,001,698 83
1804.....	86,427,120 88†	1819.....	95,629,648 28	1834.....	4,722,260 29
1805.....	82,312,150 50	1820.....	91,025,500 15	1835.....	Extinguished.

* Expense of the Revolutionary War (1775-1785), 135,193,703 dollars. Emissions of paper money (1776-1781) 350,547,027 dollars 25 cents. Loans and subsidies from France (1778-1783), 7,962,059 dollars.

† Purchase of Louisiana (1803), for 15,000,000 dollars.

‡ Expense of the Three Years' War.

§ Purchase of Florida (1821), for 5,000,000 dollars.

Although the active debt of the United States was considered as extinguished in 1835, there remained an unclaimed old debt.

The payments on account of the (old) funded and unfunded debt, since the 1st of December, 1838, have been as follows :

	dlsr.	cts.	dlsr.	cts.
1. On account of the principal and interest of the funded debt :				
Principal .....	...		13,012	48
Interest .....	...		1,000	34
Total.....	...		14,012	82
Leaving unclaimed and undischarged.....	...		311,508	01
Viz. :				
Principal	62,041	99		
Interest	248,366	02		
2. On account of the unfunded debt.....	...		646	16
Leaving the amount of certificates and notes payable on presentation.....	...		36,267	24
Viz. :				
Certificates issued for claims during the revolutionary war, and registered prior to 1798	26,652	15		
Treasury notes issued during the late war.....	3,205	00		
Certificates of Mississippi stock	4,320	09		

DEBTS of the Corporate Cities of the District of Columbia, assumed by the United States, viz. :

C I T I E S.	Debts.
	dlsr. cts.
Washington	1,000,000 00
Alexandria.....	250,000 00
Georgetown.....	250,000 00
Total.....	1,500,000 00
The payments during the year 1839, on account of the interest and charges of this debt, amounted to.....	70,374 77

RECEIPTS and Expenditures of the United States.

YEARS.	R E C E I P T S.			E X P E N S E S.		
	Ordinary.	Borrowed.	TOTAL.	Ordinary.	Debt.	TOTAL.
1840.....	dollars. 18,442,646	dollars. 5,589,547	dollars. 25,032,193	dollars. 24,139,920	dollars. 4,086,613	dollars. 28,226,533
1841.....	17,148,809	13,261,388	30,410,197	25,496,996	6,528,074	32,025,079
1842.....	19,662,593	14,896,000	34,552,593	25,836,801	9,471,743	35,308,544
1843*.....	8,150,270	5,100,960	13,341,230	10,500,000	1,000,000	11,500,000

* Six months.

This money has been borrowed in the shape of treasury-notes and stock. From 1837, up to July, 1841, treasury-notes, bearing mostly six per cent interest, were the medium of borrowing. By the act of 1841, stock, bearing not more than six per cent, was authorised. That stock was negotiated nearly as follows :

D A T E.	Redeemable.	Interest.	Amount.
September, 1841.....	Year. 1844	rate. 5 2-5	dollars. 14,996
" " 1841.....	1844	5 1-2	3,213,000
" " 1841.....	1844	6	2,439,000
2d quarter, 1842.....	1852	6	1,587,259
3d " " 1842.....	1852	6	701,649
4th " " 1842.....	1852	6	1,129,200
January, 1843.....	1862	6	4,883,358
June, 1843.....	....	5	7,000,000
Total.....	....	....	21,072,442

Of the Public Debt, December 1, 1842.

R E T U R N S.	1842		1843	
	dls.	cts.	dls.	cts.
Of the (old) funded and unfunded debt payable on presentation:				
Funded debt—principal.....	52,087	62		
" " interest.....	236,218	78		
Unfunded—certificates for claims during the revolutionary war.....			288,306	40
Treasury notes issued during the late war.....	26,622	44		
Certificates of Mississippi stock.....	4,317	44		
Total.....	4,320	09		
Debts of the corporate cities of the District of Columbia, assumed per act of 20th of May, 1836:				
Of the city of Washington.....	930,000	00		
" " Alexandria.....	225,000	00		
" " Georgetown.....	225,000	00		
Total.....			1,380,000	00
Loan of the 21st of July, 1841, redeemable after 1st of January, 1844.....	5,672,976	88		
Loan of the 15th of April, 1842, redeemable after 1st of January, 1863.....	3,426,385	78		
Treasury notes outstanding, viz.:			8,799,362	66
Notes issued under the act of October 12, 1837.....	29,466	07		
May 21, 1838, and March 2, 1839.....	35,008	05		
March 31, 1840.....	354,493	39		
February 15, 1841.....	3,380,124	03		
January 31, 1842.....	5,000,939	74		
August 31, 1842.....	1,224,054	89		
Loans, viz.:			*10,093,426	17
Under the act of 21st of July, 1841, redeemable 1st of January, 1845.....	5,672,976	88		
15th of April, 1842, redeemable 1st of January, 1863.....	3,343,886	03		
3d of March, 1843, redeemable 1st of July, 1853.....	7,000,000	00		
Outstanding treasury notes:			21,016,882	91
Of the several issues prior to 31st of August, 1843.....	13,917,725	92		
Of notes issued and paid out under the act of 3rd of March, 1843.....	247,500	00		
Total debt.....			4,165,225	92
			26,742,349	90

* This amount includes 113,631 dollars 66 cents, cancelled notes, in the hands of the accounting officers for settlement.

+ This sum includes 98,300 dollars, in the hands of the accounting officers.

**STATEMENT of Duties, Revenues, and Public Expenditures, during the Calendar Year 1842,
and from January 1 to July 1, 1843, exclusive of Trust Funds.**

DUTIES, REVENUES, &c.	For 1842.	Six Months of 1843.	DUTIES, REVENUES, &c.	For 1842.	Six Months of 1843.
	dollars cts.	dollars cts.		dollars cts.	dollars cts.
The receipts into the treasury were as follows:			Foreign intercourse— <i>contin.</i>		
From customs, viz.:			Brought forward.....	357,884 77	143,345 91
During the first quarter...	1,840,721 15	2,940,804 16	To establish commercial rela- tions with China.....	....	40,000 00
During the second quarter...	6,138,390 62	4,100,030 75	Compensation for certain diplo- matic services.....	....	15,081 49
During the third quarter...	6,381,659 18		To commissioner to Sandwich Islands.....	....	2,150 00
During the fourth quarter...	3,927,187 81		Extra compensation to late Smithsonian agent.....	....	3,815 73
Total customs.....	18,187,998 76	7,040,833 91	Total foreign intercourse..	357,884 77	204,393 23
From sales of public lands....	1,335,797 59	897,818 11			
From miscellaneous sources....	120,260 12	120,663 44	Miscellaneous.		
Total receipts, exclusive of loans, &c.....	19,643,906 40	8,065,125 46	Surveys of public lands.....	91,664 78	23,901 51
Treasury notes under act of February 15, 1841.....	1,080,206 05		Support and maintenance of light-houses, &c.....	389,388 84	184,548 46
Treasury notes under act of January 31, 1842.....	7,914,644 83	45,350 00	Marine hospital establishment.	114,771 73	50,134 54
Treasury notes under act of August 31, 1842.....	2,408,554 89	4,617,000 00	Public buildings, &c., in Wash- ington.....	164,963 56	21,698 60
Avails of loans of 1841 and 1842	3,425,329 82	4,883,358 36	Furniture of the President's house.....	1,500 00	
Avails of loan of March 3, 1843	....	6,934,000 00	Support of the penitentiary...	10,503 50	4,500 00
Total from notes and loans	14,808,735 61	12,479,708 36	Sixth census.....	190,136 94	26,732 14
Total means.....	34,452,702 01	20,545,033 82	Patent fund.....	47,220 00	19,925 00
The expenditures, exclusive of trust funds, were, viz.:			Distribution of the sales of public lands.....	425,607 68	83,328 79
Civil List.			To meet the engagements of the Post-Office Department.	53,607 00	21,303 00
Legislature.....	1,203,513 18	335,183 92	Public buildings in Iowa ter- ritory.....	600 00	14,400 00
Executive.....	887,615 23	440,898 82	Printing, &c., ordered by Con- gress.....	40,532 68	41,618 00
Judiciary.....	500,900 87	287,058 04	Building custom-houses, &c.,	109,560 03	25,371 64
Governments in the Territories	141,264 82	79,260 92	Survey of the coast of the United States.....	87,263 00	26,300 00
Surveyors and their clerks....	51,141 46	33,309 93	Mint establishment.....	84,782 87	33,020 00
Officers of the Mint and branches.....	44,677 55	19,050 00	Two per cent to the State of Mississippi.....	144,214 33	
Commissioner of the Public Buildings.....	3,000 00	1,419 44	Two per cent on sales of public lands in Alabama.....	119,207 61	
Secretary to sign patents.....	1,500 00	750 00	Relief of sundry individuals...	407,606 33	72,078 77
Total civil list.....	2,893,103 09	1,196,931 07	Miscellaneous claims unpro- vided for.....	8,290 34	904 75
Foreign Intercourse.			Survey of north-eastern boundary line.....	49,901 42	21,382 03
Salaries of ministers.....	62,012 85	33,507 29	Insane hospital for the District of Columbia.....	3,000 00	7,000 00
Salaries of secretaries of lega- tion.....	16,465 71	7,850 00	Bridge across Pennsylvania avenue.....	12,000 00	
Salaries of chargés des affaires	55,369 15	25,325 00	Removal of the statue of Wash- ington.....	860 00	2,500 00
Salary of minister resident to Turkey.....	4,395 00	2,765 00	Purchase of ground north of General Post-Office.....	23,243 75	
Outfits of ministers and chargés des affaires.....	45,000 00		Lighting lamps on Pennsyl- vania avenue.....	1,100 00	
Salary of dragoman to Turkey, and contingencies.....	2,025 00	1,952 55	Auxiliary watch in the city of Washington.....	2,396 79	3,416 57
Diplomatic agents in Europe, attending to tobacco interest	6,500 00		Expenses incidental to the issue of treasury notes....	3,095 19	1,561 04
Contingent expenses of all the missions abroad.....	45,819 29	23,557 37	Expenses incidental to the loans.....	4,923 19	11,340 71
Expenses incurred by the leg- ation to Mexico, in relation to prisoners.....	5,150 00	810 75	Support of lunatics of the District of Columbia.....	4,000 00	500 09
Contingent expenses of foreign intercourse.....	25,500 00	8,000 00	Three and five per cents to certain states.....	79,901 78	10,492 31
Salary of the consuls at London and Paris.....	2,160 66	1,007 06	Relief of the cities of the District of Columbia.....	132,724 05	93,500 60
Relief and protection of Amer- ican seamen.....	58,410 52	27,867 02	Debentures and other charges.	375,004 00	2,450 00
Clerk-hire, office-rent, &c., to American consul, London....	3,444 47	1,400 00	Additional compensation to col- lectors, &c.....	23,637 62	100,923 85
Intercourse with Barbary powers.....	11,509 00	4,803 87	Payment of horses, &c., lost...	2,825 98	28,596 69
Interpreters, guards, &c., at the consulates in Turkish domi- nions.....	3,000 00		Duties refunded under protest	183,479 17	143,478 78
Expenses of the commission under convention with Mexico	9,117 12		Repayment for lands errone- ously sold.....	16,468 99	7,712 59
Outfit of chargé d'affaires to Denmark.....	....	4,500 00	Documentary history of the American revolution.....	....	34,468 00
Carried forward.....	357,884 77	143,315 91	To Maine and Massachusetts under treaty of Washington.	....	300,000 00
			Sales of lands ceded by Ottawa Indians.....	....	20,679 00
			Carried forward.....	3,401,163 15	1,439,979 41

(continued)

STATEMENT of Duties, Revenues, and Public Expenditure—*continued.*

DUTIES, REVENUES, &c.	For 1842.	Six Months of 1843.	DUTIES, REVENUES, &c.	For 1842.	Six Months of 1843.
<i>Miscellaneous—continued.</i>	dollars cts.	dollars cts.	<i>Navy Department—continued.</i>	dollars cts.	dollars cts.
Brought forward.....	3,401,163 15	1,439,979 41	Brought forward.....	4,048,441 52	2,079,546 42
Testing the electro-magnetic telegraph.....	....	8,000 00	Increase, repairs, armament and equipment.....	3,114,473 10	916,172 25
Results and account of the exploring expedition.....	....	5,000 00	Contingent expenses.....	485,166 04	830,505 63
All other items of a miscellaneous nature.....	19,384 92	12,985 12	Navy yards.....	235,328 29	67,055 60
			Navy hospitals and asylum.....	24,182 27	13,245 50
			Magazines.....	619 13	306 00
Total miscellaneous.....	3,420,548 07	1,468,964 53	Survey of the coast from Apalachicola bay to the mouth of the Mississippi.....	10,925 28	3,923 53
<i>Under the direction of the War Department.</i>			Charter of steamers for the survey of Nantucket shoal.....	4,345 39	
Army proper.....	3,641,778 29	1,693,274 73	Arranging, preserving, &c. collections made by the exploring expedition.....	15,100 00	2,000 00
Military Academy.....	178,776 05	63,605 10	Erecting the statue of Washington.....	4,000 00	
Fortifications, and other works of defence.....	958,277 90	404,083 78	Suppression of the slave trade.....	2,584 57	2,070 00
Armories, arsenals, and munitions of war.....	738,979 79	328,203 94	Relief of sundry individuals... Marine corps.....	1,998 79	1,324 76
Harbours, roads, rivers, &c....	108,482 34	101,098 68	Pensions to invalids, widows, &c.....	377,829 32	203,077 79
Surveys.....	37,708 32	21,472 00			
Lighthouses & marine hospitals	14,804 13	4,667 04			
Pensions.....	1,445,212 78	836,277 36			
Indian department.....	1,007,006 65	444,585 30	Survey of the harbour of Memphis, Tennessee.....	....	111 12
Claims of the State of Virginia	16,915 53	6,572 50	Building depot of charts.....	....	3,000 00
Arming and equipping the militia.....	211,811 10	84,540 75	Use of Babbitt's anti-friction metal.....	..	20,000 00
Payments to militia and volunteers.....	420,837 43	109,649 34			
Meteorological observations at military posts.....	1,000 00				
Relief of sundry individuals...	52,917 00	56,753 79			
			Total under direction of the Navy Department.....	8,324,993 70	3,672,717 79
Total under direction of the War Department.....	8,924,507 97	4,158,384 31	<i>Public Debt.</i>		
<i>Under the direction of the Navy Department.</i>			Paying the old public debt....	5,165 25	5,224 32
Pay and subsistence, including medicines, &c.....	4,048,441 52	2,079,546 42	Interest on the loans of 1841, 1842, and 1843.....	405,894 07	386,187 88
			Redemption of Treasury notes	7,704,074 84	332,788 32
			Interest on Treasury notes....	362,134 78	137,406 05
Carried forward.....	4,048,441 52	2,079,546 42	Total public debt.....	8,477,864 94	861,607 47
			Total expenditures.....	32,398,006 54	11,559,098 30

REVENUE AND EXPENDITURE FROM JULY 1, 1843, TO MARCH 1, 1844.

From a subsequent report of the Secretary of the Treasury, made up to February 29th, 1844, we gather the following particulars:

	dlsr.	cts.	dlsr.	cts.
The balance in the treasury on the 1st July, 1843, was.....	....		10,434,507	55
The receipts from that time till 29th February, 1844, were				
From Customs.....	15,102,688	26		
Lands.....	1,337,052	79		
Incidentals.....	84,208	62		
Loan of 1843.....	70,231	35		
Treasury notes.....	1,019,800	00		
			18,513,981	02
Total.....	....		28,948,488	57
The payments for the same period have been				
For civil list, miscellaneous, and foreign intercourse.....	3,530,065	18		
Military.....	6,174,485	13		
Naval.....	4,703,956	13		
Reimbursing treasury notes.....	9,758,711	49		
Interest on treasury notes.....	547,280	67		
Interest on public debt.....	67,434	97		
			25,361,046	93
Balance in the treasury, 1st March, 1844.....	....		3,587,439	64

From these data it would appear, that the amount of the national debt, including treasury notes, as a part of said debt, has been reduced 7,778,680 dollars 14 cents, between the 1st of July, 1843, and the 29th of February, 1844. Thus:

	dtrs.	cts.	dtrs.	cts.
Amount of treasury notes redeemed.....			9,758,711	49
Amount received for treasury notes.....	1,919,800	00		
Receipts for loans for 1843.....	79,231	35	1,980,031	35
Showing a reduction of indebtedness of.....			7,778,680	14

ABSTRACT of the Appropriation Bills passed at the first Session of the Twenty-eighth Congress.

EXPENSES.	Expenses.	EXPENSES.	Expenses.
	dtrs. cts.		dtrs. cts.
CIVIL AND DIPLOMATIC EXPENSES. (For the year ending June 30th, 1845.)		Brought forward.....	2,914,544 45
Congress—pay of members.....	351,000 00	Army appropriation bill.....	3,372,218 10
" incidental expenses.....	172,610 50	Navy appropriation.....	5,712,914 33
President of the United States.....	25,000 00	Indian department and Indian treaties.....	971,336 11
Repairs of capitol, president's house, &c....	19,097 25	Pensions (Acts Nos. 12 and 32).....	1,048,050 00
Department of state.....	48,200 00	Post-office department.....	4,539,000 00
Treasury department—pay of officers.....	317,400 00	Military academy.....	116,845 50
" incidental expenses.....	45,980 00	Deficiency in former appropriation for sea-	
War department—pay of officers.....	98,200 00	men.....	40,500 00
" incidental expenses.....	23,705 00	Improvement of certain harbours and rivers	655,000 00
Navy department.....	75,251 50	Building and repairing fortifications.....	537,745 00
Patent office.....	4,300 00	Missouri horses lost in the Florida war.....	
Post-office department.....	172,270 00	Sales of condemned naval stores for naval	34,500 00
Surveyors and their clerks.....	60,020 00	service.....	116,929 79
United States mint and branches.....	131,020 00	Repairing the court house in Alexandria.....	550 00
Governments of the territories.....	88,847 21	Navy yard and depot at Memphis in Ten-	
Judiciary.....	531,419 67	nessee.....	100,000 00
Miscellaneous.....	248,521 33	To test the submarine telescope, and mark	
Light-house establishment.....	397,159 89	the boundary of Mobile.....	6,000 00
Surveys of public lands.....	206,510 00	Improvements on west shore of Lake Michi-	
United States bank for custom-house at		gan (Nos. 37, 38).....	25,000 00
Philadelphia.....	225,000 00	Deficiency in naval appropriations for 1844	532,000 62
Intercourse with foreign nations.....	358,275 74	Improvements in Iowa and Florida, and	
For officers created by act of August 26,		Hospital at Key West (Nos. 43 44, 45)....	64,500 00
1842.....	50,882 50	Insane persons in the District of Columbia.	4,000 00
Deficiencies in appropriations for year end-		Private bills in which sums are specified...	55,657 36
ing June 30, 1844.....	211,270 82	Total.....	21,838,273 26
Total civil and diplomatic expenses.....	3,911,511 45		

STATEMENT of Duties, Revenues, and Public Expenditures, during the Fiscal Year beginning July 1, and ending June 30, 1844.

DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending June 30, 1844	DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending June 30, 1844.
	dollars cts.		dollars cts.
The receipts into the treasury were as follows:—		The expenditures, exclusive of trust funds, were as follows:—	
From customs, viz.—		<i>Civil List.</i>	
During the first quarter.....	6,132,272 09	Legislature.....	856,874 84
During the second quarter.....	3,881,993 47	Executive.....	810,752 92
During the third quarter.....	7,675,566 40	Judiciary.....	550,477 18
During the fourth quarter.....	6,494,938 08	Governments in the Territories.....	101,730 04
Total customs.....	26,183,570 94	Surveyors and their clerks.....	51,481 28
From sales of public lands.....	2,959,939 80	Officers of the Mint and branches.....	47,100 00
From miscellaneous sources.....	201,007 94	Commissioner of the Public Buildings.....	2,000 00
Total receipts, exclusive of loans, &c.....	28,504,518 68	Secretary to sign patents.....	1,500 00
Treasury notes under act of January 31, 1842		Total civil list.....	2,451,892 26
Treasury notes under act of August 31, 1842		<i>Foreign Intercourse.</i>	
Treasury notes under act of March 3, 1843.	1,806,950 00	Salaries of ministers.....	69,566 06
Avails of loans of 1841 and 1842.....		Salaries of secretaries of legation.....	13,246 00
Avails of loan of March 3, 1843.....	79,231 35	Salaries of chargés des affaires.....	46,813 36
Total from notes and loans.....	1,877,181 35	Salary of minister resident to Turkey.....	8,000 00
Total means.....	30,381,700 03	Outfits of ministers and chargés des affaires	9,000 00
Balance in the treasury, July 1, 1843.....	10,434,507 55	Salary of dragoman to Turkey and con-	
Grand total.....	40,816,207 58	tingencies.....	1,850 0
		Contingent expenses of all the missions	
		abroad.....	26,327 72
		Carried forward.....	109,803 14

(continued)

STATEMENT of Duties, Revenues, and Public Expenditures.

DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending June 30, 1844.	DUTIES, REVENUES, AND PUBLIC EXPENDITURES.	Year ending July 30, 1845.
<i>Foreign Intercourse—continued.</i>	dollars. cts.	<i>Miscellaneous—continued.</i>	dollars. cts.
Brought forward.....	169,803 14	Brought forward.....	2,411,753 51
Expenses incurred by the legation to Mexico, in relation to prisoners.....		To Maine and Massachusetts under treaty of Washington.....	
Contingent expenses of foreign intercourse.....	26,064 67	Sales of lands ceded by Ottawa Indians... ..	17,500 00
Expenses of forwarding the mails, &c., between Chagres and Panama.....	250 00	Testing the electro-magnetic telegraphs... ..	30,000 00
Salary of the consuls at London and Paris.....	2,000 00	Results and account of the exploring expedition.....	
Relief and protection of American seamen Clerk-hire, office-rent, &c., to American consul, London.....	81,853 74	Preserving the botanical and horticultural specimens brought home by the exploring expedition.....	1,200 00
Intercourse with Barbary powers.....	2,800 00	Preparing indices to the manuscript papers of Washington.....	1,108 00
French seamen killed or wounded at Toulon.....	6,394 24	Information respecting foreign commerce. Registers for ships and vessels.....	3,000 00
Interpreters, guards, &c., at the consulates in Turkish dominions.....	1,000 00	Clerk to commissioners, and expenses incurred by the collector of New York, in relation to goods destroyed by fire....	2,000 00
Payments under the ninth article of treaty with Spain.....	3,000 00	Payment of books ordered by Congress....	7,005 99
Outfit of chargé d'affaires to Denmark....	1,273 00	All other items of a miscellaneous nature..	5,444 76
To establish commercial relations with China.....			5,553 21
Compensation for certain diplomatic services.....		Total miscellaneous.....	2,484,565 47
To commissioner to Sandwich Islands....	850 00	<i>Under the direction of the War Department.</i>	
Extra compensation to late Smithsonian agent.....		Army proper.....	3,053,204 53
Total foreign intercourse.....	295,288 79	Military academy.....	123,195 27
<i>Miscellaneous.</i>		Fortifications, and other works of defence. Armouries, arsenals, and munitions of war. Harbours, roads, rivers, &c.....	705,980 44
Surveys of public lands.....	122,348 62	Surveys.....	610,827 43
Support and maintenance of light-houses, &c.....	302,487 25	Light-houses and marine hospitals.....	263,029 51
Marine hospital establishment.....	65,741 72	Pensions.....	55,210 56
Public buildings, &c., in Washington.....	46,146 03	Indian department.....	2,013,072 63
Furniture of the President's house.....	549 63	Claims of the state of Virginia.....	1,021,500 18
Support of the penitentiary.....	12,500 00	Arming and equipping the militia.....	18,104 78
Sixth census.....	923 40	Payments to militia and volunteers.....	176,941 37
Patent fund.....	39,353 28	Relief of sundry individuals.....	174,819 62
Distribution of the sales of public lands....	15,301 00		14,440 91
Payment to Maine and Massachusetts for expenses incurred in protecting the heretofore disputed territory on the north-eastern frontier of the United States....	206,934 79	Total under the direction of the war department.....	8,231,317 23
To meet the engagements of the Post-Office Department.....		<i>Under the direction of the Navy Department.</i>	
Public buildings in Iowa territory.....		Pay and subsistence, including medicines, &c.....	4,145,087 35
Printing, &c., ordered by Congress.....		Increase, repairs, armament, and equipment.....	1,315,727 54
Building custom-houses, &c.....	96,305 66	Contingent expenses.....	540,326 76
Survey of the coast of the United States....	95,000 00	Navy yards.....	141,010 75
Mint establishment.....	78,875 00	Navy hospitals and asylum.....	15,212 00
Relief of sundry individuals.....	138,704 67	Magazines.....	780 01
Miscellaneous claims unprovided for.....	5,358 46	Survey of the coast from Apalachicola bay to the mouth of the Mississippi.....	
Survey of the north-eastern boundary line	28,500 00	Arranging, preserving, &c., collections made by the exploring expedition.....	
Insane hospital for the District of Columbia		Suppression of the slave-trade.....	
Removal of the statue of Washington.....	2,500 00	Relief of sundry individuals.....	18,512 0
Auxiliary watch in the city of Washington	6,490 74	Marine corps.....	393,499 8
Expenses incidental to the issue of treasury notes.....	2,000 00	Pensions to invalids, widows, &c.....	16,834 4
Expenses incidental to the loans.....	2,300 00	Survey of the harbour of Memphis, Tennessee.....	
Support of lunatics of the District of Columbia.....		Building depot of charts.....	
Three and five per cents to certain states..	38,021 04	Use of Babbitt's anti-friction metal.....	
Two per cent fund to Alabama.....	103,884 77	Total under the direction of the navy department.....	6,490,990 65
Two per cent fund to Mississippi.....	710 65	<i>Public Debt.</i>	
Relief of the cities of the District of Columbia.....	124,260 02	Paying the old public debt.....	46,077 75
Debentures and other charges.....	277,327 04	Interest on the loans of 1841, 1842, and 1843	1,222,857 03
Additional compensation to collectors, &c..	17,779 68	Redemption of treasury notes.....	11,118,828 32
Payment of horses, &c., lost.....	11,315 22	Interest on treasury notes.....	611,010 44
Duties refunded under protest.....	452,898 18	Total public debt.....	12,998,778 54
Repayment for lands erroneously sold....	18,258 82	Total expenditures.....	32,958,827 94
Refunding purchase-money for land sold in the Greensburg district, Louisiana....	98,746 86	Balance in the treasury, July 1, 1844..	7,857,379 64
Documentary history of the American revolution.....			
Carried forward.....	2,411,753 51		

STATEMENT of Duties, Revenues, and Public Expenditures, for the first Quarter of the fiscal Year. from July 1st, to September 30th, 1844, exclusive of Trust Funds.

RECEIPTS AND EXPENDITURES.	Amount.	EXPENDITURES.	Amount.
	dls. cts.		dls. cts.
RECEIPTS.		Brought forward.....	1,411,042 05
Customs.....	10,873,718 04	Army proper	1,415,682 75
Sales of public lands	434,902 04	Fortifications, ordnance, arming militia, &c.	200,627 24
Miscellaneous and incidental sources.....	27,839 16	Indian department.....	907,968 76
* Total.....	11,336,459 24	Pensions	923,717 50
EXPENDITURES.		Naval establishment	1,906,206 89
Civil list, miscellaneous, and foreign intercourse	1,411,052 05	Interest, &c., public debt.....	81,404 62
Carried forward.....	1,411,042 05	Redemption of part of loan of 1811.....	234,600 00
		Redemption of treasury notes, and interest	322,584 61
		Total.....	7,233,844 42

STATEMENT of the Debt of the United States, December 1st, 1844.

D E B T S.	Amount.	D E B T S.	Amount.
	dls. cts.		dls. cts.
1. Of the (old) funded debt, being unclaimed principal and interest, returned from the late loan offices.....	150,174 51	Brought forward.....	1,446,815 60
2. Outstanding certificates, and interest to the 31st of December, 1794, of the (old) unfunded debt, payable on presentation	22,003 56	6. Loans, viz.:	
3. Treasury notes issued during the late war, payable on presentation.....	4,317 44	Under the act of the 21st of July, 1841, redeemable 1st of January, 1845	5,143,026 88
4. Certificates of Mississippi stock, payable on presentation.....	4,320 09	Under the act of the 15th of April, 1842, redeemable 1st of January, 1803.....	8,343,886 03
5. Debts of the corporate cities of the District of Columbia, assumed by the United States, viz.:		Under the act of the 3rd of March, 1843, redeemable 1st of July, 1853.....	7,004,231 35
Of the city of Washington.....	840,000 00	Total.....	20,491,141 26
" " Alexandria.....	210,000 00	7. Outstanding treasury notes:	
" " Georgetown.....	210,000 00	Of the several issues prior to the 31st of August, 1843	626,003 17
Total.....	1,260,000 00	Of notes issued and paid out under the act of the 3rd of March, 1813.....	1,286,650 00
Carried forward.....	1,446,815 60	Total.....	1,912,713 17
		Total debt.....	23,850,673 08

ABSTRACT of the Appropriation Bills passed at the second Session of the Twenty-eighth Congress.

E X P E N S E S.	Amount.	E X P E N S E S.	Amount.
	dls. cts.		dls. cts.
CIVIL AND DIPLOMATIC EXPENSES. (For the year ending June 30th, 1846)		Brought forward....	2,581,578 33
Congress—pay of members.....	800,000 00	Miscellaneous.....	20,624 67
" " incidental expenses.....	295,365 50	Light-house establishment.....	394,808 06
President and vice-president of the United States.....	30,000 00	Surveys of public lands.....	160,000 00
Repairing and furnishing the president's house.....	20,000 00	Two instalments in the Mexican indemnity due in 1844.....	275,000 00
Department of state.....	50,045 00	Deficiency in appropriation for contingent expenses of Congress.....	120,000 00
Treasury department—pay of officers.....	341,100 00	Intercourse with foreign nations.....	468,543 45
" " incidental expenses.....	47,050 00	Total.....	1,270,554 51
War department—pay of officers.....	99,200 00	Revolutionary and other pensioners.....	2,250,000 00
" " incidental expenses.....	17,055 00	Army appropriation bill.....	3,929,766 30
Navy department.....	80,975 00	Navy appropriation bill.....	6,350,789 68
Patent office.....	4,000 00	Post-office department.....	5,166,000 00
Post-office department.....	208,320 00	Navy pensioners.....	6,000 00
Public buildings and grounds.....	54,878 50	Support of the military academy.....	138,049 00
Surveyors and their clerks.....	61,910 00	Appropriations for the Indian department	1,059,503 74
United States Mint and branches.....	158,360 00	Building and repairing fortifications.....	800,000 00
Governments of the territories.....	81,179 33	Improvements in the territories.....	50,000 00
Judiciary.....	532,600 00	Miscellaneous	144,025 67
Carried forward.....	2,581,978 33	Total.....	24,225,088 90

From the annual report of Mr. R. J. Walker, Secretary of the Treasury, we extract the following :

"TREASURY DEPARTMENT, December 3rd, 1845.

"In obedience to the 'Act supplementary to the act to establish the Treasury Department,' the undersigned respectfully submits the following report.

"The receipts and expenditures for the fiscal year ending the 30th of June, 1845, were as follows :

RECEIPTS and Means for the Year ending the 30th of June, 1845.

	dlrs.	cts.
From customs	27,528,112	70
From sales of public lands.....	2,077,022	30
From miscellaneous sources.....	163,998	56
Total receipts.....	29,769,133	56
Add balance in treasury July 1, 1844.....	7,857,379	64
Total means.....	37,626,513	20
The expenditures during the same fiscal year amounted to.....	29,968,306	98
Leaving a balance in treasury July 1, 1845, of.....	7,658,306	22

THE estimated Receipts and Expenditures for the fiscal Year ending the 30th of June, 1846, are :

RECEIPTS.

	dlrs.	cts.
From customs, first quarter, by actual returns.....	8,861,932	14
For second, third, and fourth quarters, as estimated.....	15,638,067	86
Total from customs	24,500,000	00
From sales of public lands.....	2,200,000	00
From miscellaneous and incidental sources.....	120,000	00
Total receipts.....	26,820,000	00
Add balance in treasury 1st July, 1845.....	7,659,306	22
Total means as estimated....	....	34,478,306 22

EXPENDITURES.

The actual expenditures for first quarter, ending the 30th of September, 1845.....	8,463,092	41
The estimated expenditures for the other three quarters, from the 1st of October, 1845, to 30th of June, 1846, are:		
For civil list, foreign intercourse, and miscellaneous purposes.....	6,739,211	06
Army proper.....	2,591,735	06
Fortifications, ordnance, arming militia, &c.....	2,346,778	82
Indian department	1,649,791	94
Pensions.....	1,355,550	02
Interest on public debt and treasury notes.....	856,076	48
Redemption of residue of loan of 1841.....	29,300	00
Treasury notes outstanding	687,704	18
Naval establishment	4,902,845	93
Total.....	....	29,627,051 90
Which deducted from total means above stated; will leave in treasury on the 1st of July, 1846, an estimated balance.....		4,851,254 32

"But this balance is subject to be decreased by such additional appropriations as Congress shall make, to be expended during the fiscal year ending the 30th of June, 1846, and to be altered by the sums which may be presented for payment of the old funded and unfunded debt, and old treasury notes.

THE estimated Receipts, Means, and Expenditures for the fiscal year commencing the 1st of July 1846, and ending the 30th of June, 1847, are as follows.

RECEIPTS

	dlrs.	cts.
From customs for the four quarters.....	22,500,000	00
From public lands.....	2,400,000	00
From miscellaneous and incidental sources.....	100,000	00
Total.....	25,000,000	00
Add estimated balance to be in treasury the 1st of July, 1846.....	4,851,254	32
Total estimated means for fiscal year ending the 30th of June, 1847...	....	29,851,254 32

EXPENDITURES.

The estimated expenditure during the same period, viz.:		
The balance of the former appropriations which will be required to be expended in this year.....	1,441,457	10
Permanent and indefinite appropriations.....	2,997,015	72
Specific appropriations asked for this year.....	21,079,440	43
Total estimated expenditures.....	25,518,913	25
Which is composed of the following particulars, viz.:		
Civil list, foreign intercourse, and miscellaneous.....	5,925,292	62
Army proper.....	3,304,458	92
Fortifications, ordnance, arming militia, &c.....	4,331,809	93
Pensions.....	2,507,100	00
Indian department.....	2,214,916	18
Naval establishment.....	6,339,390	88
Interest on public debt	835,844	73
Which, deducted from the total of means before stated, gives an estimated balance on the 1st of July, 1847, of.....	....	4,332,441 07

THE TARIFF.—The receipts for the first quarter of this year are less by 2,011,885 dollars 90 cents, than the receipts of the same quarter last year. Among the causes of decrease is the progressive diminution of the importation of many high-protected articles, and the substitution of

rival domestic products. For the nine months ending June 30, 1843, since the present tariff, the average of duties upon dutiable imports was equal to 37 dollars 84 1-10 cents per cent; for the year ending June 30, 1844, 33 dollars 85 9-10 cents per cent; and for the year ending June 30, 1845, 29 dollars 90 per cent—showing a great diminution in the average per centage, owing in part to increased importation of some articles bearing the lighter duties, and decreased importations of others bearing the higher duties. The revenue from ad valorem duties last year exceeded that realised from specific duties, although the average of the ad valorem duties was only 23 dollars 57 cents per cent, and the average of the specific duties 41 dollars 30 cents—presenting another strong proof that lower duties increase the revenue. Among the causes tending to augment the revenue, are increased emigration and the annexation of Texas. The estimates for the expenditures of 1846 are based chiefly upon appropriations made by Congress. The estimated expenditures of 1847 are founded upon data furnished by the several departments, and are less by 4,108,238 dollars 65 cents than those of the preceding year. These estimates are submitted in the full conviction that, whenever Congress, guided by an enlightened economy, can diminish the expenditures without injury to the public interest, such retrenchment will be made so as to lighten the burden of taxation, and hasten the extinguishment of the public debt, reduced on the 1st of October last to 17,057,445 dollars 52 cents.

In suggesting improvements in the revenue laws, the following principles have been adopted:

1st. That no more money should be collected than is necessary for the wants of the government, economically administered.

2nd. That no duty be imposed on any articles above the lowest rate which will yield the largest amount of revenue.

3rd. That, below such rate, discrimination may be made, descending in the scale of duties; or, for imperative reasons, the articles may be placed in the list of those free from all duty.

4th. That the maximum revenue duty should be imposed on luxuries.

5th. That all minimums, and all specific duties should be abolished, and ad valorem duties substituted in their place—care being taken to guard against fraudulent invoices and under-valuation, and to assess the duty upon the actual market value.

6th. That the duties should be so imposed as to operate as equally as possible throughout the Union, discriminating neither for nor against any class or section.

No horizontal scale of duties is recommended; because such a scale would be a refusal to discriminate for revenue, and might sink that revenue below the wants of the government. Some articles will yield the largest revenue at duties that would be wholly or partially prohibitory in other cases. Luxuries, as a general rule, will bear the highest revenue duties; but even some very costly luxuries, easily smuggled, will bear but a light duty for revenue, whilst other articles, of great bulk and weight, will bear a higher duty for revenue. There is no instance within the knowledge of this department, of any horizontal tariff ever having been enacted by any one of the nations of the world. There must be discrimination for revenue, or the burden of taxation must be augmented, in order to bring the same amount of money into the treasury. It is difficult also to adopt any arbitrary maximum, to which an inflexible adherence must be demanded in all cases. Thus, upon brandy and spirits a specific duty, varying as an equivalent ad valorem from 180 to 261 per cent yields a large revenue, yet no one would propose either of these rates as a maximum. These duties are too high for revenue, from the encouragement they present for smuggling these baneful luxuries; yet a duty of 20 per cent upon brandy and spirits would be far below the revenue standard, would greatly diminish the income on these imports, require increased burdens upon the necessities of life, and would revolt the moral sense of the whole community. There are many other luxuries which will bear a much higher duty for revenue than 20 per cent; and the only true maximum is that which experience demonstrates will bring, in each case, the largest revenue at the lowest rate of duty. Nor should maximum revenue duties be imposed upon all articles; for this would yield too large an income, and would prevent all discrimination within the revenue standard, and require necessities to be taxed as high as luxuries. But, whilst it is impossible to adopt any horizontal scale of duties, or even any arbitrary maximum, experience proves that, as a general rule, a duty of 20 per cent ad valorem will yield the largest revenue.—There are, however, a few exceptions above, as well as many below this standard. Thus, whilst the lowest revenue duty on most luxuries exceeds 20 per cent, there are many costly articles, of small bulk and easily smuggled, which would bring perhaps no revenue at a duty as high as 20 per cent; and even at the present rate, 7½ per cent, they will yield in most cases a small revenue; whilst coal, iron, sugar and molasses, articles of great bulk and weight, yielded last year six millions of revenue, at an average rate of duty exceeding 60 per cent, ad valorem. These duties are far too high for revenue upon all these articles, and ought to be reduced to the revenue standard; but if Congress desire to obtain the largest revenue from duties on these articles, those duties, at the lowest rate for revenue, would exceed 20 per cent, ad valorem.

“WAREHOUSING SYSTEM.—Prior to the 30th of June, 1842, a credit was given for the payment of duties; since which date they have been collected in cash. Before the cash duties and the tariff of 1842, our trade in foreign imports re-exported abroad afforded large and profitable employ-

ment to our merchants and freight to our commercial marine, both for the inward and outward voyage; but since the last tariff this trade is being lost to the country, as is proved by the tables hereto annexed. The total amount of foreign imports re-exported during the three years since the last tariff, both of free and dutiable goods, is \$3,384,394 dollars—being far less than in any three years (except during the war) since 1793, and less than was re-exported in any one of eight several years. The highest aggregate of any three years was 173,108,813 dollars, and the lowest aggregate 41,315,705 dollars—being in the years 1794, 1795, and 1796. Before 1820, the free goods are not distinguished in this particular from dutiable goods; but since that date the returns show the following result: during the three years since the tariff of 1842, the value of dutiable imports re-exported was 12,590,811—being less than in any one of seven years preceding since 1820, the lowest aggregate of any three years since that date being 14,018,444, and the highest 57,727,293. Even before the cash duties, for five years preceding the high tariff of 1828, the value of dutiable goods re-exported was 24,796,241 dollars; and for the five years succeeding that tariff, 66,784,192 dollars—showing a loss of 28,020 dollars 49 cents of our trade in foreign exports after the tariff of 1828. The great diminution of this most valuable branch of commerce has been the combined result of cash duties and of the high tariff of 1842. If the cash duties are retained, as it is believed they should be, the only sure method of restoring this trade is the adoption of the warehousing system, by which the foreign imports may be kept in store by the government until they are required for re-exportation abroad, or consumption at home—in which latter contingency, and at the time when for that purpose they are taken out of these stores for consumption, the duties are paid, and, if re-exported, they pay no duty, but only the expense of storage. Under the present system, the merchant introduces foreign imports of the value of 100,000 dollars. He must now, besides the advance for the goods, make a further advance in cash, in many cases of 50,000 dollars for the duties. Under such a system but a small amount of goods will be imported for drawbacks; and the higher the duty the larger must be the advance, and the smaller the imports for re-exportation.

The imports before payment of duties, under the same regulations now applied to our imports in transit to Canada, may be taken from warehouse to warehouse—from the East to the lakes, and to Pittsburg, Cincinnati, and Louisville—from New Orleans to Natchez, Vicksburg, Memphis, and St. Louis—and warehoused in these and other interior ports, the duties remaining unpaid until the goods are taken out of the warehouse and out of the original package at such ports for consumption; thus carrying our foreign commerce into the interior with all the advantage of augmented business and cheaper supplies throughout the country.

It will introduce into our large ports on or near the seaboard assorted cargoes of goods, to be re-exported with our own, to supply the markets of the world. It will cheapen prices to the consumer, by deducting the interest and profit that are now charged upon the advance of duty—building up the marts of our own commerce, and giving profitable employment to our own commercial marine. It will greatly increase our revenue by augmenting our imports, together, with our exports; and is respectfully recommended to Congress as an important part of the whole system now proposed for their consideration.

The act of the 3rd of March last, allowing a drawback on foreign imports exported from certain ports to Canada, and also to Santa Fé and Chihuahua, in Mexico, has gone to some extent into effect under regulations prescribed by the department, and is beginning to produce the most happy results—especially in an augmented trade in the supply of foreign exports to Canada from our own ports. Indeed, this law must soon give to us the whole of this valuable trade during the long period when the St. Lawrence is closed by ice, and a large proportion of it at all seasons. The result would be still more beneficial if Canada were allowed to carry all her exports to foreign nations in transitu through our own railroads, rivers, and canals, to be shipped from our own ports. Such a system, whilst it would secure to us this valuable trade, would greatly enlarge the business on our rivers, lakes, railroads, and canals, as well as augment our commerce; and would soon lead to the purchase, by Canada, not only of our foreign exports, but also, in many cases, of our American products and fabrics, to complete an assortment. In this manner our commercial relations with Canada would become more intimate, and more and more of her trade, every year, would be secured to our people.

PUBLIC LANDS.—The net proceeds of these sales paid into the treasury during the last fiscal year was 2,077,022 dollars 30 cents; and from the first sales in 1787 up to the 30th of September last was 118,607,335 dollars 91 cents. The average annual sales have been much less than two millions of acres, yet the aggregate net proceeds of the sales in 1834, 1835, 1836, and 1837, was 51,258,667 dollars 82 cents. Those large sales were almost exclusively for speculation; and this can only be obviated, at all times, by confining the sales to settlers and cultivators in limited quantities, sufficient for farms or plantations. The price at which the public lands should be sold is an important question to the whole country, but especially to the people of the new states, living mostly remote from the seaboard, and who have scarcely felt the presence of the government in local expenditures, but chiefly in the exhaustion of their means for purchases of public lands and for customs. The public lands are not of the same value; yet they are all fixed at one unvarying price, which is far above the value of a large portion of these lands. The quantity now subject to

entry at the minimum price of 1 dollar 25 cents per acre is 193,307,457 acres, and 109,035,345 acres in addition, to which the Indian title has been extinguished—being an aggregate of 242,342,802 acres, and requiring a century and a quarter to complete the sales at the rate they have progressed heretofore—without including any of the unsold lands of Texas or Oregon, or of the vast region besides to which the Indian title is not yet extinguished.

SUB-TREASURY.—The only proper course for the government is to keep its own money separate from all banks and bankers, in its own treasury—whether in the mint, branch mints, or other government agencies—and to use only gold and silver coin in all receipts and disbursements. The business of the country will be more safe when an adequate supply of specie is kept within our limits, and its circulation encouraged by all the means within the power of this government. If this government, and the states, and the people, unite in suppressing the use of specie, an adequate supply, for want of a demand, cannot be kept within our limits; and the condition of the business and currency of the country will be perilous and uncertain. It will be completely within the power of the banks, whose paper will constitute the exclusive circulation of the whole community. Nor will it be useful to establish a constitutional treasury, if it is to receive or disburse the paper of banks. Separation from the banks in that case would be only nominal, and no addition would be made to the circulation of gold and silver.

The constitutional treasury could be rendered a most powerful auxiliary of the mint in augmenting the specie circulation. The amount of public money which can be placed in the mint is now limited by law to one million of dollars; and to that extent it is now used as a depository, and as a means of increasing our coinage. It is suggested that this limitation may be so modified as to permit the use of our mint and branch mints for a much larger sum in connexion with the constitutional treasury. The amount of public money received at New York greatly exceeds that collected at all other points, and would of itself seem to call for a place of public deposit there; in view of which, the location of a branch of the mint of the United States at that city would be most convenient and useful. The argument used against a constitutional treasury, of the alleged insecurity of the public funds in the hands of individuals, and especially the vast amount collected at New York, will be entirely obviated by such an establishment. The mint of the United States has now been in existence 52 years. It has had the custody of upwards of 114,000,000 of dollars; and during this long period of time there never has been a loss of any of its specie in the mint by the government. The mint at Philadelphia is now conducted with great efficiency, by the able and faithful officer at the head of that establishment, whose general supervisory authority, without leaving the parent mint, might still be wisely extended to the branch at New York. Besides the utility of such a branch as a place for keeping safely and disbursing the public money, it is believed that the coinage might be greatly augmented by the existence of a branch of the mint at that great city. It is there that two-thirds of the revenue is annually collected—the whole of which, under the operation of the constitutional treasury, would be received in specie. Of that amount a very large sum would be received in coin of other countries, and especially in foreign gold coins—all of which could be speedily converted, upon the spot, into our own coins of gold and silver. The amount also of such foreign coin brought by emigrants to the city of New York is very considerable—a large portion of which would find its way to the branch of the mint for re-coinage.

A considerable amount of foreign gold coin has, during the present year, under the directions of this department, been converted into American gold coin; but the process would be much more rapid if aided by the organisation of the constitutional treasury, and the establishment of a branch of the mint at the great commercial emporium of the union. With the mint and branch mints as depositories, the sum remaining in the hands of other receivers of public money, whether of lands or customs, would be inconsiderable, and the government could be readily protected from all losses of such sums by adequate bonds, and the power, by law, to convict and punish as criminals all who embezzle the public moneys.

The foregoing tables and statements complete our historical statistics of the currency and finances of the United States.

Under circumstances of great national difficulties, which involved the civil and religious liberties of the citizens, and the independence of the republic, we believe the people of the United States would consent to be taxed for that purpose even as highly as the people of England have patiently consented to be taxed; but we cannot, at the expense of truth, flatter America, by saying that her citizens would consent long to pay taxes,—direct taxes they would require to be for carrying on a war with any European power, on account of a dispute, or for a cause which did not involve the independence of America,—the liberties of her citizens,—and the domestic happiness of their families, and of their dwellings.

CHAPTER XXXIX.

TAXATION AND DEBTS OF THE SEVERAL STATES.

WE have in the separate account of each state given, with few exceptions, their revenues and expenditures. In regard to taxations, the system of one state generally differs from that of another. In SOUTH CAROLINA, not a warlike, but an honourable state, which has with fidelity maintained its credit, direct and indirect, income taxes are levied.* In MAINE, the revenue is derived from a state and a bank tax, commission duty, and lands. In NEW HAMPSHIRE, which has no debt, by a tax on real property, by a poll tax and a small bank tax.

In MASSACHUSETTS the ordinary receipts (exclusive of coin borrowed) amounting to about 420,000 dollars, consists chiefly of a bank tax, producing about 330,000 dollars of revenue, and an auction duty yielding about 55,000 dollars.—(See *Finances of Massachusetts*.) In RHODE ISLAND, which has no public debt, the revenue is derived from a tax on banks, pedlars, lottery grants, sales of lottery tickets, spirit licences, auction duties, bank bonuses, civil commissions,

* The rates per cent, &c., of taxes in South Carolina are increased or diminished in accordance with the expenditure. The taxes for 1842 were as follows, viz.:

“ Lots and buildings; also glebe leasehold.....45 cents per cent.

On the amount of sales of all goods, wares, or merchandise, sold within the limits of the city of Charleston, by any person or persons whomsoever, and whether for cash or credit, between the 1st of April last and the 1st of day April of the present year, on the amount of such sales respectively—rice and cotton sold by wholesale, by any factor, or goods, wares, and merchandise, sold at public vendue, excepted

20 cents on every 100 dollars.

Stock in trade of transient persons1 per cent.

All profit or income arising from the pursuit of any trade, faculty, profession, occupation, or employment whether in the profession of the law, the profits to be derived from the costs of suit, counsel fees, or other professional income; and on the amount of commissions received by vendue masters, or other persons vending goods, wares, and merchandise, or real or personal property on commissions: (Judges and other officers exempt from taxation, by the state; clergymen, mechanics, schoolmasters, and other teachers employed in the education of youth and minors, or the salaries of banks or other clerks where they do not amount to, or exceed, 800 dollars excepted).50 cents per cent.

Buying or selling bills of exchange; also notes, &c.....60 cents per cent.

Profit and income of persons carrying on business within the city, but residing beyond the limits thereof.....50 cents per cent.

Slaves over twelve years of age2 dollars 50 cents each.

Slaves per head under twelve years of age.....1 dollar 50 cents each.

Slaves working out, or employed in the city, whose owners reside without the city
7 dollars each.

Slaves, on gross amount of sales at private sales.....37½ cents on every 100 dollars.

Every coach, or other four-wheel carriage, used within the city, usually drawn by two horses, exclusive of the horses25 dollars each.

Four-wheel carriages, usually drawn by one horse, exclusive of the horse..15 dollars each.

Every two wheel chaise, chair, sulky, or other carriage.....10 dollars each.

Every horse or mule, except such as are used in licensed carts and drays, whose owners reside in the city, i. e. two horses or mules for each licensed double cart, and one horse or mule for every licensed cart or dray.....5 dollars each.

Horses and mules on the gross amount of sales, at private sale.1 per cent every 100 dollars.

Lots without wells or cisterns.....40 dollars each.

Every dog kept in any lot.....3 dollars each.

Break waggons.....25 dollars each.

Omnibuses, hacks, &c.25 dollars each.

“ The taxes generally are the same as last year, with the exception of real estate, last year 40 cents. Salaries last year were liable when they amounted to 1500 dollars; this year, 800 dollars pays. Break waggons last year, fifty dollars; this year, twenty-five dollars.”—*Charleston Courier*.

and dividends on bank stocks. CONNECTICUT has no debt, and the revenue is levied by one cent in the dollar, on a rate called the grand list, dividends on bank stock belonging to the state, auction duties, &c.

NEW YORK, NEW JERSEY, PENNSYLVANIA, and MARYLAND. For full details of the taxes and expenditure, &c., see separate descriptions of these states.

In VIRGINIA the revenue is derived from a poll tax on slaves, assessed taxes on horses, private carriages, four and two-wheeled stage coaches, private sledges or carryalls, clocks and watches, pianos and plate, licences to merchants, insurance offices, lawyers, doctors, keepers of houses of private entertainment, to exhibitors of shows, vendors of lottery tickets, and to owners of stud horses. A most inquisitorial system of taxation, no doubt; but to which Virginia has honourably submitted, in order to maintain untarnished the invariably high character and the credit of the state.

NORTH CAROLINA has no state debt, and the revenue to meet the annual expenditure is raised within the year chiefly by a direct tax.

In GEORGIA :	dollars.	cts.
Total amount received by the state in 1843	324,905	29
Total amount expended	267,764	11

PRINCIPAL ITEMS OF EXPENDITURE.		CHIEF SOURCES OF INCOME.	
	dollars.		drs. cts.
Salaries of excise officers	12,000	Direct taxes	270,335 41
Miscellaneous expenses of executives	4,000	Bank tax	24,705 33
Salaries of the judiciary	20,250	Balance from 1842	39,374 00
Pay of the legislature	93,348	Miscellaneous	81,378 00
Interest on state debt	95,000		

	dollars.
Whole amount of state debt	1,600,000
Annual interest on this debt	95,000

ALABAMA, MISSISSIPPI, LOUISIANA, TENNESSEE, KENTUCKY, MISSOURI, ILLINOIS, OHIO, and MICHIGAN, see separate accounts of each of these states for details of taxation, debts, &c.

INDIANA, lands are taxed, and there is also a poll tax.

ARKANSAS levies a small state coloured tax and a poll tax.

STATE DEBTS IN 1838-9.

In May, 1838, after the passage of the general banking law of New York, authorising the comptroller to issue circulating bank notes, on a pledge of the evidences of public debt of the several states, Mr. Flagg sent a circular to the financial officer of each state, soliciting information in regard to the amount of stock created, the rate of interest and when payable, the mode of transferring the stock, whether specific funds were pledged for the payment of interest, and whether the interest in all cases was paid by the state. Full answers were received to these inquiries except in two or three cases.

The following tables, founded on those returns, show the total amount of stock issued, and authorised to be issued, by each of the eighteen states which have resorted to this mode of raising money. Where the returns from the financial officer did not afford all the information which was desired, the state laws have been examined to ascertain the extent of the authorised loans. The operations of many of the states have been so extensive and varied, that it is not an easy matter to get at the precise amount of stock issued and authorised to be issued. It is probable however, that the aggregate amount of stock authorised by all the states is even greater than the amount stated in the tables.

STATEMENT of the Amount of Stocks and Bonds issued and authorised to be issued by the several States named below; giving the Year in which each State commenced issuing Stock, the Object for which issued, and the Rate of Interest.

S T A T E S.	Year in which issue of Stock commenced.	For what Object issued.	Amount for each Object.		T O T A L.		Rate per cent.
			dollars	cts.	dollars	cts.	
Maine.....	1830	Insane hospitals, primary schools, bounty on wheat, and general expenditures.....	551,976	00	551,976	00	5, 5½, 6
Massachusetts.....	1837	Loans to railroads.....	4,200,000	00	4,200,000	00	5
New York.....	1823	For canals.....	518,000	00	518,000	00	6
".....	"	For canals.....	11,908,674	41	11,908,674	41	5
".....	"	Loan to Hudson and Delaware canal.....	800,000	00	800,000	00	5
".....	"	Loans to railroads.....	3,757,700	00	3,757,700	00	4½, 5
".....	"	To river navigation.....	10,000	00	10,000	00	5
".....	"	General fund debt.....	546,532	43	546,532	43	5
".....	"	Astor stock.....	561,500	00	561,500	00	5
Pennsylvania.....	1821	For canals.....	16,576,527	00	16,576,527	00	5
".....	"	For railroads.....	4,961,181	00	4,961,181	00	5
".....	"	For turnpikes and bridges.....	2,595,692	00	2,595,692	00	5
".....	"	Miscellaneous.....	3,166,787	00	3,166,787	00	5
Maryland.....	1824	Medical university.....	30,000	00	30,000	00	5
".....	"	Penitentiary.....	97,917	30	97,917	30	5
".....	"	Tobacco inspection.....	74,000	00	74,000	00	5
".....	"	For railroads.....	5,500,000	00	5,500,000	00	5, 6
".....	"	For canals.....	5,700,000	00	5,700,000	00	5, 6
".....	"	Washington monument.....	10,000	00	10,000	00	5
".....	"	Expense of riots.....	77,633	43	77,633	43	5
Virginia.....	1820	For canals and river navigation.....	3,845,370	00	3,845,370	00	5, 5½, 6
".....	"	For railroads.....	2,128,900	00	2,128,900	00	5, 5½, 6
".....	"	For turnpikes.....	354,800	00	354,800	00	5, 5½, 6
".....	"	For revolutionary debt.....	21,639	00	21,639	00	6
".....	"	For war debt of 1814.....	319,000	00	319,000	00	7
South Carolina.....	1820	Public improvements.....	1,550,000	00	1,550,000	00	5, 6
".....	"	To Mrs. Randolph.....	10,000	00	10,000	00	6
".....	"	Cincinnati and Charleston railroad.....	2,050,000	00	2,050,000	00	5
".....	"	To rebuild Charleston.....	2,000,000	00	2,000,000	00	5
".....	"	Revolutionary debt.....	193,770	12	193,770	12	5
Alabama.....	1823	For banking.....	7,800,000	00	7,800,000	00	5
".....	"	For railroads.....	3,000,000	00	3,000,000	00	5
Louisiana.....	1824	For banking.....	22,350,000	00	22,350,000	00	5
".....	"	For railroads.....	500,000	00	500,000	00	6
".....	"	New Orleans drawing company.....	51,000	00	51,000	00	5
".....	"	Heirs of Jefferson.....	10,000	00	10,000	00	6
".....	"	Charity Hospital.....	125,000	00	125,000	00	5
".....	"	State house.....	100,000	00	100,000	00	5
Tennessee.....	1833	For banking.....	8,000,000	00	8,000,000	00	5, 6
".....	"	For turnpikes.....	118,166	66	118,166	66	5, 6
".....	"	Railroads and turnpikes.....	3,720,000	00	3,720,000	00	5
".....	"	Improving rivers.....	800,000	00	800,000	00	5
Kentucky.....	1834	For banking.....	2,000,000	00	2,000,000	00	5
".....	"	Improving rivers by locks, &c.....	2,619,000	00	2,619,000	00	5
".....	"	Turnpike and M'Adam roads.....	2,400,000	00	2,400,000	00	5
".....	"	Railroads.....	350,000	00	350,000	00	5
Ohio.....	1825	For canals.....	6,101,000	00	6,101,000	00	6
Indiana.....	1832	For banking.....	1,390,000	00	1,390,000	00	5
".....	"	For canals.....	6,700,000	00	6,700,000	00	5
".....	"	For railroads.....	2,600,000	00	2,600,000	00	5
".....	"	M'Adam turnpike.....	1,150,000	00	1,150,000	00	5
".....	"	River navigation.....	50,000	00	50,000	00	5
Illinois.....	1831	For banking.....	3,000,000	00	3,000,000	00	6
".....	"	For railroads.....	7,400,000	00	7,400,000	00	6
".....	"	For canals.....	600,000	00	600,000	00	6
".....	"	For payment of state debt.....	100,000	00	100,000	00	6
".....	"	For river navigation.....	600,000	00	600,000	00	6
Missouri.....	1837	For banking.....	2,500,000	00	2,500,000	00	5
Total carried forward.....			....	....	....	....	(continued)

STATEMENT of the Amount of Stocks and Bonds issued—continued.

STATES.	Year in which issue of Stock commenced.	For what Object issued.	Amount for each Object.		TOTAL.		Rate per cent.
			dollars	cts.	dollars	cts.	
	years.	Total brought forward.....	.....			
Mississippi.....	1831	For banking.....	7,000,000	00	7,000,000	00	5
Arkansas.....	1836	For banking.....	2,000,000	00	2,000,000	00	5
Michigan.....	1836	Controversy with Ohio.....	100,000	00			
".....	"	Internal improvements.....	5,000,000	00			
".....	"	Loaned to railroads.....	120,000	00			6
".....	"	State penitentiary.....	20,000	00			6
".....	"	University.....	100,000	00			
					5,340,000	00	
		Whole amount.....			170,896,179	35	
If to the above be added the amount deposited by the United States in the treasuries of the several states for safe keeping.....					28,101,644	97	
It makes the aggregate debt of all the states, existing and authorised.....					198,997,824	32	

STATEMENT showing the Amount of Stocks issued, and authorised by Law to be issued, by the several States named below, in each Period of Five Years, from 1820 to 1835, and from 1835 to 1838.

STATES.	From 1820 to 1825.	From 1825 to 1830	From 1830 to 1835.	From 1835 to 1838	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.
New York.....	6,472,781*	1,621,000	2,201,979	12,220,288	22,531,048
Pennsylvania.....	1,680,000	6,300,000	16,130,003	3,166,787	27,300,790
Massachusetts.....	.....	.....	.....	4,290,000	4,290,000
Maine.....	27,917	574,689	4,210,311	6,618,033	11,492,950
Maryland.....	1,040,000	469,000	686,500	4,132,700	6,319,050
South Carolina.....	1,250,000	310,000	.....	4,000,000	5,560,000
Ohio.....	.....	4,400,000	1,701,000	.....	6,101,000
Kentucky.....	.....	.....	.....	7,300,000	7,300,000
Illinois.....	.....	.....	600,000	11,000,000	11,600,000
Indiana.....	.....	.....	1,800,000	10,000,000	11,800,000
Tennessee.....	.....	.....	500,000	6,618,000	7,118,000
Alabama.....	100,000	.....	2,200,000	5,300,000	10,500,000
Missouri.....	.....	.....	.....	2,500,000	2,500,000
Mississippi.....	.....	.....	2,000,000	5,000,000	7,000,000
Louisiana.....	1,900,000	.....	7,935,000	14,000,000	23,735,000
Arkansas.....	.....	.....	.....	3,000,000	3,000,000
Michigan.....	.....	.....	.....	5,310,000	5,310,000
Total.....	12,790,728	13,679,689	40,012,760	104,123,808	174,937,841

* Nearly all redeemed.

DEBTS of the States, with their Revenue and Expenditure for ordinary Purposes, for 1844.*

STATES.	Direct Debt.	Indirect Debt.	TOTAL.	Revenue.	Expenditure.
	dollars.	dollars.	dollars.	dollars.	dollars.
Louisiana.....	1,600,000	15,500,000	16,800,000	972,177	616,684
Alabama.....	9,232,555	4,200,000	13,432,555	243,110	120,098
Arkansas.....	3,500,000	.....	3,500,000	288,115	161,005
Tennessee.....	3,200,416	.....	3,200,416	271,813	261,416
Kentucky.....	4,260,000	150,000	4,410,000	301,122	366,379
Georgia.....	1,725,138	.....	1,725,138	307,017	205,999
South Carolina.....	3,182,992	.....	3,182,992	306,831	347,704
Missouri.....	922,361*	.....	922,361	217,654	193,507
Illinois.....	11,434,069	3,179,200	14,633,869	145,845	190,000
Indiana.....	12,218,000	2,227,500	14,445,500	41,000	98,377
Ohio.....	17,028,683	2,348,009	19,376,751	277,157	194,274
Maryland.....	15,094,354	92,401	15,186,755	272,119	490,000
Maine.....	1,690,921	141,166	1,732,097	368,000	289,087
Massachusetts.....	1,029,339	6,250,000	7,279,339	447,736	462,444
New York.....	26,348,412	1,920,000	28,268,412	705,051	1,093,758
Pennsylvania.....	36,250,493	4,453,373	40,703,866	1,107,440	858,815
Michigan.....	3,171,392	905,785	4,077,177	407,824	456,189
Virginia.....	5,968,047	1,392,844	7,360,892	810,366	684,293
Mississippi.....	2,500,000	6,000,000	7,500,000	150,000	140,000
Florida.....	2,900,000	950,000	4,850,000	98,000	100,000
Total.....	164,230,632	40,460,376	212,700,000	7,079,317	7,530,484
United States Government	19,076,188	.....	19,076,188	30,381,700	32,958,827

In the account which we have given of the finances of Pennsylvania, we animadverted with due severity on the delinquency of that state. At the same time we predicted that the debts of Pennsylvania would be paid; and, from the authorities of the state, itself, we proved the ability to pay, and the disgrace of having, even for a day, suspended the fulfilment of its obligations.

As we have before stated, and as Mr. Lee shows, there has been no want of ability to pay; and a change of circumstances and force of public opinion, and, we hope, the honesty of a great majority, has at length brought the means of Pennsylvania so far into fiscal operation, that the interest of the debt was paid in February, 1845.

Great injustice has been done to the *whole people* of the United States, by extending to them the ignominy of a minority of the states: which have dishonoured their credit; and, even in the repudiating and non-paying states, the circumstances related in the extracts, which we have made, go far to exonerate, a great portion of the inhabitants.

The justice of an existing generation, binding itself, or those who succeed it, to fulfil its obligations, may be practically illustrated by supposing that an individual is possessed of an estate,—the management, and the improvement, of which cost, without extravagance, a greater sum than the *estate* yields; but which management, and outlay, is necessary to render the estate of greater value: then, undoubtedly, whoever possesses, or succeeds to, and considers it his interest to hold, such estate, becomes legally and justly bound, to pay the fines, or interest, for which such estate may have been mortgaged; or, if the estate become so productive, as to yield surplus rents, after paying the ordinary expenses of management, improvement, and cultivation; and after paying the interest, or the amount that the estate is mortgaged for,—then such surplus should be applied judiciously, to reduce or pay off the incumbrance, or mortgage.

Should the same estate, or an estate without any incumbrance, have a powerful, and unjust neighbour, and such neighbour attempt to trespass, or injure the estate, and disturb its possessor, family, and servants; and, that the said possessor is, in consequence, subjected to extraordinary expense, in order to preserve his estate, and repel the aggressor,—then, also, he who succeeds to, or accepts of, the estate, succeeds to, and accepts, its liabilities.

Further, if the possessor has had the privilege of carrying the produce of the said estate, by certain roads, to certain markets, and bringing back for his use, and that of his family and servants, and for the benefit of the said estate, certain commodities; and should he, or his family or servants, be prevented carrying the said produce, and commodities, by the said road, to and from the said markets, then it becomes a question of expediency, how far he can, for the purpose of preserving his privileges undisturbed, expend for the benefit of the estate, its revenues and if, further necessary, to borrow money, for the use and payment of which the

estate, and he who succeeds to it, become, in such case, undoubtedly, and justly, responsible.

Should, however, the possessor of the said estate, in his prosperity (for we presume he would not in his adversity, or when his, or rather the, estate was grievously mortgaged), without himself, or his family or servants, or his highways, or his markets, being attacked, interfere in the affairs of his formidable neighbour, and, in waging war with him, exhaust his own resources, and then pledge his estate for money, to ruin or annoy his said neighbour; it then becomes questionable how far the estate can afterwards bear, or disengage, itself of the burden imposed upon it by the folly, profligacy, and injustice of its owner, or rather its mismanager.

Such are the conditions upon which every state in North and South America, and every nation in the world, that has borrowed capital, have placed themselves in regard to those who lent them money. The obligation holds true with equal force and justice, whether, the money has been, discreetly, or recklessly borrowed, or whether necessity, wisdom, or even profligacy, may have prevailed in its borrowing, or in its expenditure.

CHAPTER XL.

TEXAS.

THIS extensive region, which once formed part of the Spanish vice-royalty of Mexico, and afterwards of the Mexican republic, acquired independence of the latter, and was acknowledged as a sovereign power, by the United States of America, by England, France, Holland, and some other of the European nations.

During the year 1845 the local government, and legislature, of Texas have consented to annexation with the great American confederation. Henceforward the foreign navigation trade, and customs regulations, and tariff, will be consequently amalgamated with those of the United States.

The probable future prospect of this magnificent region, and the effects, which the rapid influx of the enterprising Anglo-Saxon race over its territories may have on the power, policy, and civil and religious liberties of the neighbouring states of Mexico, and of central, and, even, of South America, are subjects upon which statesmen, legislators, and philosophers may contemplate as replete with the elements of good, and of evil,—of grandeur and of power: the progress,

of which, cannot be always free from outrage, and domestic suffering, however certain, and great, must be the ultimate attainment, and security, of civil and religious liberty,—of just laws, and wise administration.

The area of Texas, not yet well defined, is, however, more than sufficiently extensive to form a separate and independent state.

Mr. Kennedy's account of Texas describes the different sections of the country in detail, and forms the most comprehensive work on this state. Several reports, and short descriptions, of Texas, have, also, been published in the United States.

The boundaries on the south-western or Mexican frontier have not been adjusted ; but the government of the United States will no doubt insist on extending this boundary to Rio Grande, or Bravo del Norte ; while, the Red River and a line, due north from the latter separate it from the state of Arkansas ; and the river Arkansas, on the north, divides it from the western territory. The river Sabine, the limit of Louisiana, bounds Texas on the east. The extent of its maritime frontier may be variously measured. Following the courses of its lagoons, this distance is greatly extended. From point to point, along the outside, of the long sandy islands, which line the coast, and within which are the lagoons, the distance from the Sabine to the Rio Grande del Norte, has been estimated, we would say rather than measured, at about 500 English statute miles.

The area of Texas has, also, been estimated at from 310,000, to 330,000 English square miles, or much more than twice the area of the United Kingdom ; and according to all accounts, no country on earth has less of its surface unfit for cultivation.

Its whole *sea coast region*, varying in breadth from 30, to 100 miles, is composed of a fertile alluvium, in which there is not, or at least rarely, a stone that would intercept the plough ; and, unlike many parts of Virginia, Georgia, Florida, Alabama, and Louisiana, there are but few, and these not extensive, swamps. This region is extolled for its great capability of producing, that finest quality, Sea Island cotton. Besides which it will yield the most delicious fruits : such as peaches, olives, melons, figs, oranges, lemons, pine-apples, dates, &c., also the sugar cane, maize, and other grain. This region is well watered by numerous rivers, and streams. The greater part consists of extensive meadows, with magnificent belts of wood, along the margin of the rivers.

The *second*, or *undulated*, and *high region*, slopes down from the hills and mountains to the sea coast region, crossing the territory, and is in breadth from 120, to 180 miles. It is described as consisting chiefly of a rich, fertile, soil, covering substrata of either limestone, or sandstone, and presenting alternately woodlands, and rich grassy districts.

The *third*, or *mountainous region*, stretches upwards to the west, north-west,

and from which all the rivers flow down, to the east, and south-east, into the Mexican gulf, or into the Mississippi, and its branches. Elevated table-lands spread over north-western points. None of the mountain slopes are described as too steep for agriculture; and, except in the prairies of this region, oak pine, and other magnificent and valuable timber trees abound.

If we can depend upon descriptions, Texas is naturally, with less exceptions than any other country, capable of producing all kinds of crops and fruits:—more so than France, which has all the climates for grain:—from oats and barley, to wheat, rice, and maize,—for fruits, from the apple to the orange; for wine, the olive, the mulberry, &c. Texas has the climate, and the soil, for the sugar-cane; the olive, the cotton plant, the mulberry, the melon, fig, and apple; and its pasturage has always been renowned.

The RIVERS of Texas are numerous, and for a great extent navigable; but large vessels cannot ascend them from the sea. The great natural disadvantage of Texas, in common with the whole eastern sea coast of Mexico, is the want of good harbours. Humboldt observes, “The intendency of San Luis comprehends more than 230 leagues of sea coast, but without commerce and without activity. That part which extends from the Rio Grande del Norte, to the river Sabine is almost still unknown, and has never been examined by navigators.”

This coast would have probably still continued to be “unknown and without commerce and activity,” had it remained under the intendency of San Luis, or under the non-enterprising Spanish-Mexicans; and if it had never been entered, or traversed, by the Anglo-Saxon race, who were invited into Texas by the Emperor Iturbide: not to establish its independence, but to defend it from Spain. The Anglo-Saxons were invited into Texas, under nearly like circumstances as Hengist and Ilorsa were invited into Britain, and the result has been similar.

The rivers SABINE and NECHES fall into the Sabine lagoon. The Sabine was obstructed by a raft, and deemed impassable; but it was removed by the government of the United States, and the river was then (1837) navigated by a steamboat 125 feet long, drawing six feet water. Since 1839 one or more steamboats navigate this river, from its mouth to the upper settlements. The Sabine, like most of the Texan rivers, periodically overflows its banks, and fertilises the soil. It has several small tributaries.

The NECHES, which is navigable for small steamboats for about 100 miles, flows also into the Sabine lagoon; the passage over the muddy bar, at the entrance into this lagoon from the gulf, only admits small vessels.

The next inlet is GALVESTON, which spreads into two large bays, or lagoons, and the eastern entrance will admit vessels drawing about twelve and a half feet water. TRINIDAD river falling into it may, it is said, be ascended, by steam-

boats, for from three to four hundred miles from its mouth. It is rapid, and from eight to ten feet deep. At the western extremity of Galveston Island is SAN LUIS harbour. The passage, over its bar, is stated to be somewhat deeper than that of Galveston. A few leagues west, of San Luis, the BRAZOS DE DIOS flows across a shifting sand-bar, over which there is only six to eleven feet depth of water.

Mr. Kennedy says, the Brazos is exceedingly well adapted for steam navigation. Opposite Velasco (at its mouth) its width is about 170 yards, and for 500 miles it varies from 150 to 200 yards." After heavy rains it swells into a torrent. In ordinary seasons its banks, twenty to forty feet high, are overflowed. Like the Red river, its waters are coloured red, with earthy particles, carried down from the uplands. It is navigated by several steam vessels, and has numerous tributaries. The first colonists from the United States made *San Felipe*, 150 miles up this river, their head-quarters.

MATAGORDA BAY is a lagoon, sixty miles long, and from six to ten miles broad: the entrance, *Paso Cavallo*, from the gulf, has only from eight to nine feet water on its bar: within it is safe and deep.

The COLORADA, or TEXAS, falls into this inlet by two branches. It has steep banks, which are seldom overflowed. Its navigation is interrupted by a raft; but if not already, it will, no doubt, soon be removed by the government. The river will then be found navigable, for steamers, more than 200 miles. Many of its tributaries are navigable. Several rivers fall into La Baca Bay, a branch of Matagorda. The *La Baca*, and *Novida*, are navigable, about thirty miles for steamers.

The large inlet, forming the bays of ESPIRITU SANTO, ARANSAS, and COMPANO, are separated from the gulf, by two long islands, Matagorda, and St. Joseph. The *Aransas* passage from the gulf is not more than seven to eight feet deep over the bar. The bay is also shallow, and the river *Guadaloupe*, and the *Nuences*, and other streams, which fall into these bays, are described as not deep, but capable of being rendered advantageous, for bringing down the produce of the upper countries to the sea, in vessels requiring only a light draft of water.

CORPUS CHRISTI and the LAGUNA DEL MADRE, form an inlet, about 100 miles long, within three long islands, separated by narrow passages. The bay of Corpus Christi extends, inland, about forty miles, north and south. The *Rio de las Mucas*, which falls into this bay, is a long, rapid river, navigable for small boats for about forty miles.

The LAGUNA DEL MADRE, though so long, and from five to six miles in breadth, is shallow, and the water in many places is not more than from eight, to eighteen, inches deep. The *Barra del Santiago*, or the outer inlet from the gulf into the lagoon, has from six to seven feet water over the bar, and small vessels with merchandise frequently enter, and discharge.

The mouth of the *RIO GRAND DEL NORTE*, is separated by a narrow neck of land from the *Barra del Santiago* by a narrow isthmus. The entrance to this large river, from the gulf, has no greater depth of water than from three to five feet over its shifting bar. For 200 miles upwards, its current is described as smooth and deep, to Laredo, where rapids commence.

The *CLIMATE OF TEXAS* is described as mild and salubrious. Not subject to yellow fever, or pulmonary consumption. The *Mineralogy* of the country we believe to be only imperfectly known. Bituminous coal is said to be abundant in the interior. Gold and silver are also asserted to abound in the hilly and mountainous country; and specimens of both have been produced. Iron ore is said to be plentifully distributed; and copper, lead, and alum are asserted to have been discovered in considerable quantities. Excellent building stone is abundant in all parts except the sea coast region. There are large salt lakes and salt springs; and as, it is by all admitted, that, the soil, and climate, of Texas, are not surpassed in any country, as there is sufficient timber and minerals,—the want of deep harbours appears to be the only great natural disadvantage of this extensive region of America: which has, until the last few years, remained more wild, and uncivilized than it could have been when Mexico was conquered by Cortez.

HISTORICAL ABSTRACT.*

On the 17th of January, 1821, Moses Austin, a native of New England, obtained permission, from the supreme government of the eastern, internal, provinces of Mexico, to introduce three hundred families, as colonists, from Louisiana, into Texas.

In consequence of Moses Austin's death, his project of colonisation was taken up, and prosecuted, by his son Stephen, who was obliged, in 1822, to apply to the authorities of revolutionized Mexico, for confirmation of the privilege, which had been conceded to his father, by the authorities of old Spain. On the 4th of January, 1823, a colonization law, approved by the Mexican emperor Iturbide, was promulgated; and on the 18th of February of the same year, an imperial decree was issued, empowering Austin to found a colony, under the provisions of the general law.

A revolutionary movement having displaced Iturbide; and, the government which succeeded him having decreed the nullity of all imperial titles, Austin was constrained to solicit the confirmation of his concession from the congress of Mexico. This he obtained on the 14th of April, 1823, which may, therefore, be recorded as the legal date of the commencement of Anglo-American colonization in Texas.

* Chiefly from a compilation by Mr. Kennedy.

To encourage the settlement of her waste frontier lands, and thereby interpose a barrier against Indian aggression, and strengthen herself against Spanish attempts at reconquest, Mexico held out various inducements to the earlier colonists of Texas; and, among them, a temporary exemption from taxes and tithes.

By article 24 of the Mexican colonization law of the 4th of January, 1823, it was enacted, that, during six years from the date of the concession, the colonists should not pay tithes, or duties, on their produce, nor any contribution whatever of a public kind.

By article 25, of the same law, it was enacted, that during the six years immediately succeeding the termination of the first specific period the colonists should pay half the tithes and half the contributions, direct and indirect, that were paid by native citizens.

These enactments emanated from *the general government of Mexico*.

The united state of Coaguila and Texas, as a member of the Mexican Federation, by article thirty-two, of a colonisation law, passed by its legislature on the 24th of March, 1825, ordained that during the first ten years—reckoning from the commencement of the settlement—colonists, within the limits, of the state should be free from any kind of public contribution, except such as were generally demanded to prevent, or repel, invasion. After ten years, new settlers were to bear an equal proportion of the public burdens with native citizens.

The law containing these provisions was repealed by an act, dated the 28th of April, 1832, which exempted “all new towns” for ten years, from the time of their foundation, from every description of tax, except contributions for defence against foreign invasion. For the site of each of these “new towns,” the state appropriated four square leagues of land.

The establishment of custom-houses in Texas, and of garrisoned posts, to enforce the collection of the national revenue, which followed the periods of exemption from taxation granted to the infant settlements, formed, with the colonists, prominent causes of dissatisfaction; while, on the other hand, the infraction of its fiscal enactments, was regarded by the government of Mexico as ungrateful, and rebellious, on the part of men invited, by its liberality, to occupy its fertile lands. The colonists were refractory. In June, 1832, a party of them attacked and captured, the Mexican garrison, at the port of Velasco—in April, 1833, petitions complaining of the tariff, and praying for the privilege of free importation, for a term of three years, of the most important articles of consumption, were transmitted by the colonists to the general government. In the autumn of 1834, a number of persons seized the collector of customs, at Anahuac, and expelled the military stationed at that post—and, in the autumn of 1835, the Anglo-Americans in Texas and Mexico were in a state of declared war.

In November, 1835, an Anglo-American convention was held in Texas, and

a provisional government proclaimed, which conferred on a governor and council the power "to impose and regulate impost and tonnage duties, and to provide for their collection under such regulations as might be deemed expedient."

An ordinance of this provisional government, imposing certain duties of customs, passed on the 12th of December, 1835, was repealed by another ordinance on the 27th of the same month, which placed a duty of twenty-five per cent, *ad valorem*, on such goods, wares, and merchandise, as were "entitled to a debenture" in the port of shipment, and a duty of fifteen per cent, *ad valorem*, on such as were not entitled to debenture. Articles imported, *bonâ fide*, for the use of emigrants, including farming implements, household furniture, provisions, stores and machinery of all kinds, were to be admitted free.

The declaration and establishment of the independence of Texas, and the adoption of a constitution, by its inhabitants, were followed by the convocation of a Congress, which, on the 20th of December, 1836, passed an act "to raise a revenue by impost duties," under which the following charges were exigible:

On the invoice value of wines, spirituous and malt liquors, 45 per cent, *ad valorem*; silk goods, and all manufactures of silk, 50 per cent, *ad valorem*; sugar and coffee, 2½ per cent, *ad valorem*; teas, 25 per cent, *ad valorem*; bread stuffs, 1 per cent, *ad valorem*; iron and castings, 10 per cent, *ad valorem*; coarse clothing, shirtings, shoes, blankets, kerseys, satinets, and stuffs formed of a mixture of cotton and wool, 10 per cent, *ad valorem*. All other non-enumerated goods an *ad valorem* duty of 25 per cent on invoice price.

Another and more comprehensive customs law was passed on the 12th of June, 1837, "for the purpose of raising a revenue to aid in defraying the public expenses, sustaining the public credit, and securing to the public creditors a fair annual, or semi-annual, interest on the shares of stock in the funded debt."

The tariff underwent a farther revision by an act passed on the 5th of February, 1840.—(*See the late tariff of Texas, subjoined to the tariff of the United States.*)

It is to be observed that the receipt of duties, in national paper, profusely issued, on an unsound basis—and, of course, rapidly depreciated—has, from time to time, caused the tariff to appear much higher than it really was; and the successive endeavours, to realise, amidst the confusion occasioned by a spurious currency, an adequate tangible revenue, has imparted a capricious character to the fiscal legislation of the republic, discouraging and injurious to the merchant and the emigrant. • The duties, at present, are receivable only in gold and silver, *at their market value*.

More than two-thirds of the revenue from customs have been received at the port of Galveston. The eastern counties of Texas, which possess a comparatively dense population, contribute but a small proportion to the public funds, owing to their geographical position, which secures every facility to the smuggler.

The gross amount received at the port of Galveston, for the year ending the 31st of December, 1842, was, in round numbers, about 110,000 dollars ; the receipts for the same period at Brazos, Matagorda, Red River, San Augustine, and Sabine, at 30,000 dollars. The average expense of collection was a fraction above fourteen per cent.

All attempts hitherto made to raise a revenue by *direct taxation* have been unsuccessful.

The laws for regulating the general trade of Texas, as well as the coasting trade, and the tariff, are now the same as those of the United States. Certain local regulations are continued in force, until changed under the state constitution and legislature of the state of Texas.

The following laws may be considered as remaining in force :

HOSPITAL AT GALVESTON.—By an act approved by the president on the 3rd of February, 1845, for the establishment of a hospital at Galveston, it is provided that, from and after the 1st of May next ensuing, “the commander of every vessel arriving at the port of Galveston shall be required to pay to the collector of customs at that port the sum of 50 cents for every foreign white male cabin passenger over sixteen years of age, and twenty-five cents for every white male steerage passenger over sixteen years of age, according to the list of passengers produced by the said commander, or his clerk, which list shall be sworn to.”

CHAMBER OF COMMERCE AT GALVESTON.—By an act approved by the president, 3rd of February, 1845, a corporate body was created under the style and title of “The Galveston Chamber of Commerce,” an institution which, according to the preamble of the act, “is much required by the mercantile community, as tending to diminish litigation and to establish uniform and equitable charges.”

It is provided that the act of incorporation shall “be in force for and during the space of twenty years from the passage thereof, and take effect from and after its passage.

LAW PROCEEDINGS.—An Act supplementary to “an Act to regulate Proceedings in Civil Suits.” This act provides that, from and after the 27th of June, 1845, “in all suits brought to recover the price or value of any goods, wares, or merchandise imported, or notes given for the same, the fact that such goods, wares, or merchandise, were imported or introduced into the republic without payment of the lawful duties, or in violation of any revenue law thereof, may be pleaded in defence, and if established, shall constitute a legal and valid defence in all such cases.” It is further provided that, “In cases where such defence shall be pleaded”—and also in cases—“when any civil action shall hereafter be brought to recover duties not paid, the party so charged, or unpleaded, shall not be liable to any criminal prosecution for the same offence on non-payment.”

WRECK-MASTERS.—An Act “to amend an Act passed the 8th of January, 1841, respecting wreck-masters,” approved by the president February 3rd, 1844, provides—

“That from and after its passage, the wreck-masters of the republic shall be appointed by the president of the republic, and controlled by the collectors of customs of the several maritime districts, who shall each appoint for his district at lease one, and not more than three wreck-masters; and it shall be the duty of each of these person so appointed to attend, in the manner set forth in the act to which this is an amendment—to the saving and disposing of all property wrecked in his district, or in the part of it allotted to him, if such property be declared to be abandoned by its owner, or the agent, or factor for the same; or be found abandoned, no such person appearing.

“That it shall not be lawful for the wreck-master to recover out of the proceeds of any wrecked property, sold by him as wreck-master, an auctioneer’s commission, or any other in addition to that allowed in the act aforesaid; but he shall be allowed to charge for the services and mileage of a crier, at a rate which shall be fixed by the collector of the district.

“That, in order to award the rate or amount of salvage, on property wrecked, one arbitrator shall be appointed by the wreck-master, on behalf of the salvors, and one by the owner of the property salvaged, or the agent, or factor, for the same, or, default of those, by the chief justice of the county in which the wreck happens.—And the wreck-masters, before appointing an arbitrator, shall notify the salvors of such intent, and if a majority of the whole number of salvors shall request him to appoint any individual named and agreed on by them, as arbitrators, for the salvors, the said wreck-master shall so appoint such individual, and in case of the arbitrators not agreeing, they shall choose an umpire, who shall decide between them—his awardment not being higher than the rates, or amounts awarded by the two arbitrators;—and, from the decision of the arbitration, an appeal to the Court of Admiralty may be taken by either of the parties, or by any portion of either, if the amount in question be such as by law would entitle the party to appeal from a magistrate to a district court;* but, in such case, the party appealing must notify the opposite party of such intention, within two days after the awardment appealed from is made known—otherwise the right to appeal shall be forfeited; and where an appeal is taken it shall not impede the sale of the property wrecked.

“Finally—That it shall be the duty of all wreck-masters, in whose district any wreck may occur, to publish, or cause to be published, either in some public journal in said district, or by affixing to the doors of at least three several public

* By an act of Congress, passed January 9th, 1841, an appeal may be had from the decision of a magistrate to the district court, where the sum in controversy shall exceed twenty dollars.

places in said district, a written or printed notice, with a description of property offered at said wreck-master's sale, at least ten days previous to the aforesaid sale.

"This act to take effect from and after its passage."

GROSS Return of British and Foreign Trade within the Consulate of Galveston, during the Year ending December 31, 1844.

PORT OF GALVESTON.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.*	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.*
	number.	tons.	number.	£. s. d.	number.	tons.	number.	£. s. d.
British.....	11	2,202	86	5,480 13 5	15	3,260	123	59,094 15 10
Texan.....	12	945	No return.	1,533 6 8	4	430	No return.	1,637 1 8
American (United States).....	54	10,011	"	115,666 5 10	27	4,711	"	33,333 5 0
French.....	1	125	"	1,448 10 0	1	125	"	1,696 17 6
Austrian.....	1	475	"	247 1 8	1	475	"	6,047 7 6
Belgium.....	3	767	"	1,803 18 4	3	767	"	
Bremen.....	13	3,049	"	2,228 0 2	10	2,024	"	23,180 6 8
Total.....	95	17,634	Return incomplete.	128,408 0 1	61	11,792	Return incomplete.	125,020 14 9

REMARKS.—Three of the vessels classed by the custom-house under the head of "Bremen," were Hanoverian, chartered at Embden, for Bremen use. The demand for cotton exceeding the supply, some European vessels were obliged to leave Galveston without cargo. The vessels classed "Belgian," and four of the vessels classed "Bremen," conveyed emigrants to Texas. The British ships brought no emigrants.

No account of the crews of ships entering the port of Galveston is kept by the local authorities; the return, therefore, is, in this particular, incomplete.

* Average rate of exchange, 108.

The following is a statement relative to its previous debt, revenue, and trade, compiled by Mr. J. P. Kettel; also from official returns.

PUBLIC Debt of Texas.

DEBT.	Term.	Amount.	Amount.	Amount.
		dollars.	dollars.	dollars.
Funded act of 1837.....	1841	750,000	335,000	1,085,000
" 1840.....	5 years	800,000	240,000	1,040,000
Bonds pledged.....	20 "	500,000	170,000	670,000
Issued for navy.....	1842	600,000	302,000	992,000
Bonds at 8 per cent.....	5 years.	100,000	32,000	132,000
Treasury notes.....	....	2,250,000	....	2,250,000
Land receipts.....	....	1,500,000	....	1,500,000
Floating debt.....	....	500,000	....	500,000
Total debt.....	....	7,090,000	1,079,000	8,169,000

According to a congressional report of 1839, the quantity of government land was as follows:

LAND.	Acres.	Acres.
	number.	number.
Extent of the Texian republic.....	53,311,267	203,420,000
Granted by Mexico, and confirmed by Texas.....	5,597,356	
Texas grants, since her independence.....	4,393,074	
Military bounty lands.....	1,500,000	
Land scrip issues.....		64,801,797
Unappropriated balance.....	....	188,618,203

The imports and exports of the United States, to and from Texas, have been as follow :—

IMPORTS and Exports to and from Texas.

Y E A R S.	Exports to Texas.		TOTAL.	Imports.
	Domestic Goods.	Foreign Goods.		
	dollars.	dollars.	dollars.	dollars.
1837	797,312	210,616	1,007,928	163,384
1838	1,028,818	219,002	1,247,880	165,718
1839	1,379,016	308,017	1,687,082	318,116
1840	937,073	281,199	1,218,271	303,847
1841	516,255	352,011	868,256	305,020
1842	278,378	127,951	406,329	480,892
1843	705,240	37,713	142,753	445,390

The largest exports to Texas were in 1839, and consisted mostly of clothing, furniture, lumber, and dry goods, of which over 250,000 dollars was domestic cottons. A large portion of their exports consisted, undoubtedly, of the property of emigrants; but they seem now to supply themselves from other quarters, the United States having lost the trade. In the mean time, the exports of Texas, consisting of cotton almost altogether, have rapidly increased. The quantity and value brought into the United States, in each year, have been as follows :—

IMPORTS of Cotton into the United States, from Texas.

Y E A R S.	Pounds.	Value.	Y E A R S.	Pounds	Value.
	number.	dollars.		number.	dollars.
1836	1,473,133	232,336	1840	2,669,635	223,182
1837	1,082,466	141,587	1841	3,128,776	276,315
1838	1,401,303	156,242	1842	5,255,142	406,043
1839	1,800,652	240,130	1843	7,593,107	379,750

This shows a regular and steady increase of business, apparently largely in favour of Texas. The imports and duties for the port of Galveston, for the year ending November 1, are as follows :—

IMPORTS AND DUTIES.	1842	1844	Increase.
	dollars.	dollars.	dollars.
Imports	265,532	510,399	161,867
Duties	82,042	158,815	69,773

The revenue and expenditure are as follow :—

Revenue	dollars.
Expenses	406,158
Excess revenue	400,219

By the "Annual Report of the Treasury Department, to the ninth Congress of the Republic of Texas," dated "Washington, December 1, 1844," and signed "J. B. Miller, Secretary of the Treasury;" it appears that during the year ending on the 31st of July, 1844, 130 vessels entered the ports of Texas from foreign ports, or with cargoes subject to duty.

Amount of merchandise imported	dls. cts.	dls. cts.
Total gross amounts of revenue	201,413 30	686,503 03
Expenses of collection	23,551 45	
Net amount of revenue	177,861 85	

The value of the merchandise imported from the United States of America, 593,525 dollars 14 cents ; Great Britain and Ireland, 51,059 dollars 89 cents ; British West Indies, 3,624 dollars 10 cents ; Spanish West Indies, 148 dollars 87 cents ; France, 5584 dollars 58 cents ; Hanse Towns, 27,494 dollars 54 cents ; the Austrian Adriatic dominions, 1185 dollars 86 cents ; Yucatan, 663 dollars 57 cents.—Total, 686,503 dollars 3 cents.

The rate of per centage which the gross amount of impost duties bears to the total amount of merchandise imported, is above twenty-six and a half per cent.

Official statement of revenue collected at the Custom-house, port of Galveston, for the year commencing November, 1, 1843, and ending October 31, 1844 :—

ON Imports.		dls.	cts.
Total amount subject to specific duty.....		130,847	88
Free " " ad valorem duty.....		378,225	95
Free duties.....		1,325	54
Total imports.....		510,399	37
Total amount of duties on the above.....		142,672	98
Tonnage.....		13,399	99
Permits, blank and vessel fees.....		1,793	63
Storage on goods.....		452	63
Fines and forfeitures.....		296	24
Total revenues.....		158,615	47

The above amount paid thus :—

	dls.	cts.
83,345 dollars 36 cents exchequer bills, at different rates.....	74,027	80
Amount paid in par funds.....	84,587	58
Total.....	158,615	47
Expenses of collection.....	9,455	

CHAPTER XLI.

TREATIES OF COMMERCE AND NAVIGATION BETWEEN THE UNITED STATES AND FOREIGN STATES.

THE first treaty of commerce and amity, which was negotiated by the United States, was with Holland in 1778, and lead to declaration of war by England against the latter country. After the peace of 1783, treaties of peace and amity were negotiated between the United States and various foreign countries. It would be tedious and useless to enumerate all these treaties. According to a report published (April, 1840) by the Department of State of the United States, in obedience to a resolution adopted by the Senate at the last session of Congress, showing the nature and extent of the privileges and restrictions of the commercial intercourse of the United States with foreign nations, it is stated that twelve nations, viz., Austria,

Brazil, Central America, Denmark, Ecuador, Greece, the Hanseatic cities, Prussia, Russia, Sardinia, Sweden, and Venezuela, have met the propositions of America in a spirit of liberality. In the ports of all these countries American vessels, with their cargoes, whether the produce of the United States or not, are admitted on the same terms as the vessels of those countries respectively. If outward bound, they are entitled to the same drawback or bounties on goods exported, as domestic vessels are. The report then observes,

"With Great Britain, France, the Netherlands, Mexico, and Texas, our commercial relations are of a more restricted character. These nations severally confine the principle of equality to the *direct trade*. That is to say, Great Britain admits the vessels of the United States into her ports on payment of the same tonnage duties and charges as British vessels, with these conditions: First, that the vessel be built and owned in the United States, and navigated by a master and crew, three-fourths of which are citizens of the United States; and second, that the goods composing the cargo be the produce of the United States, which in practice limits the import trade to the direct intercourse between one country and the other. The trade of the United States with the British colonial possessions is regulated by treaty stipulations or by diplomatic arrangement. In all cases, however, some restrictions are observed, giving an advantage in general trade, to British bottoms. The importation from the United States of all goods but those of their own produce is mostly prohibited.

"France admits the vessels of the United States into her ports on payment of a discriminating duty of five francs, or ninety-four cents, per ton over and above that paid by French vessels. In the importation of articles, the produce of the United States, no difference is made between French and American vessels; but in reference to other articles the discriminating duty prevails in favour of French bottoms.

"In the Java trade, under the government of the Netherlands, the productions of the United States, and of other countries, are admitted at a duty of seven and four-fifths per cent ad valorem, if imported in Dutch vessels, and fifteen and three-fifths per cent ad valorem, if imported in vessels belonging to the United States.

"Chili and the Ottoman dominions admit our vessels and productions upon the footing of the most favoured nations, reserving the privilege of giving a preference to their own. Five Powers, viz., the Argentine confederation, Belgium, China, Hayti, New Grenada, Portugal Spain, the Two Sicilies, and Uruguay, are left free to deal with the commerce and the navigation of the United States as they may think proper, without any other check than our countervailing legislative provisions. With three of them, however, Belgium, Portugal, and the two Sicilies, negotiations are on foot for the conclusion of commercial treaties."

Since the publication of that report, treaties of navigation and commerce have been ratified between the United States and the following countries, viz., China, Belgium, Hanover, and Portugal. *

:

TREATIES OF COMMERCE AND NAVIGATION BETWEEN THE UNITED KINGDOM
AND THE UNITED STATES.

Treaties of peace and amity between the United Kingdom and the United States, and for the suppression of the slave trade treaty (by which the United States stipulates with England to consider that trade piracy) have at different times been concluded. The following treaties contain the stipulations agreed upon for regulating the trade and navigation between the United States and the United Kingdom and British dominions.

The treaty of commerce of the 3rd of July, 1815 has been interrupted by absurdly conceived British orders in council, and president's proclamations; but that treaty and other conventions, now in force, are those under which the trading intercourse between both countries is regulated.

Convention of Commerce between Great Britain and the United States. Signed at London, 3rd July, 1815. Renewed by Convention signed at London, 6th of August, 1827. u

I. There shall be between all the territories of his Britannic Majesty in Europe, and the territories of the United States, a reciprocal liberty of commerce. The inhabitants of the two countries respectively shall have liberty freely and securely to come with their ships and cargoes to all such places, ports, and rivers in the territories aforesaid, to which other foreigners are permitted to come, to enter into the same, and to remain and reside in any parts of the said territories respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and generally the merchants and traders of each nation respectively shall enjoy the most complete protection and security for their commerce; but subject always to the laws and statutes of the two countries respectively.

II. No higher or other duties shall be imposed on the importation into the territories of his Britannic Majesty in Europe, of any articles the growth, produce, or manufacture of the United States, and no higher or other duties shall be imposed on the importation into the United States, of any articles the growth, produce, or manufacture of his Britannic Majesty's territories in Europe, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any other foreign country, produce, or manufacture of either country respectively, the amount of the said drawbacks shall be the same whether the said goods shall have been originally imported in a British or American vessel; but when such re-exportation shall take place from the United States in a British vessel, or from the territories of his Britannic Majesty in Europe in an American vessel, to any other foreign nation, the two contracting parties reserve to themselves, respectively, the right of regulating or diminishing, in such case, the amount of the said drawback.

The intercourse between the United States and his Britannic Majesty's possessions in the West Indies, and on the continent of North America, shall not be affected by any of the provisions of this article, but each party shall remain in the complete possession of its rights, with respect to such an intercourse.

III. His Britannic Majesty agrees that the vessels of the United States of America shall be admitted, and hospitably received, at the principal settlements of the British dominions in the East Indies, viz., Calcutta, Madras, Bombay, and Prince of Wales's Island, and that the citizens of the said United States may freely carry on trade between the said principal settlements and the said United States, in all articles of which the importation and exportation, respectively, to and from the said territories, shall not be entirely prohibited: provided only, that it shall not be lawful for them in any time of war between the British government and any state or power whatever, to export from the said territories, without the special permission of the British government, any military stores, or naval stores, or rice. The citizens of the United States shall pay for their vessels, when admitted, no higher or other duty or charge than shall be payable on the vessels of the most favoured European nations, and they shall pay no higher or other duties or charges on the importation or exportation of the cargoes of the said vessels, than shall be payable on the same articles when imported or exported in the vessels of the most favoured European nations.

But it is expressly agreed, that the vessels of the United States shall not carry any articles from the said principal settlements to any port or place, except to some port or place in the United States of America, where the same shall be unladen.

It is also understood, that the permission granted by this article is not to extend to allow the vessels of the United States to carry on any part of the coasting trade of the said British territories, but the vessels of the United States having, in the first instance, proceeded to one of the said principal settlements of the British dominions in the East Indies, and then going with their original cargoes, or any part thereof, from one of the said principal settlements to another, shall not be considered as carrying on the coasting trade. The vessels of the United States may also touch, for refreshment, but not for commerce, in the course of their voyage to or from the British territories in India, or to or from the dominions of the Emperor of China, at the Cape of Good Hope, the island of St. Helena, or such other places as may be in the possession of Great Britain, in the African or Indian seas; it being well understood that in all that regards this article the citizens of the United States shall be subject, in all respects, to the laws and regulations of the British government, from time to time established.

IV. It shall be free for each of the two contracting parties, respectively, to appoint consuls for the protection of trade, to reside in the dominions and territories of the other party; but before any consul shall act as such, he shall in the usual form be approved and admitted by the government to which he is sent; and it is hereby declared, that in case of illegal or improper conduct towards the laws or government of the country to which he is sent, such consul may either be punished according to law, if the laws will reach the case, or be sent back, the offended government assigning to the other the reasons for the same.

It is hereby declared, that either of the contracting parties may except from the residence of consuls such particular places as such party shall judge fit to be so excepted.

V. This convention, when the same shall have been duly ratified by his Britannic Majesty and by the president of the United States, by and with the advice and consent of their senate, and the respective ratifications mutually exchanged, shall be binding and obligatory on his Majesty and on the said United States for four years from the date of its signature; and the ratifications shall be exchanged in six months from this time, or sooner if possible. •

Convention between Great Britain and the United States. Signed at London, the 20th of October, 1818; renewed by Convention, Signed at London, the 6th of August, 1827.

I. Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof, to take, dry, and cure fish, on certain coasts, bays, harbours, and creeks, of his Britannic Majesty's dominions in America, it is agreed between the high contracting parties, that the inhabitants of the said United States shall have, for ever, in common with the subjects of his Britannic Majesty, the liberty to take fish of every kind, on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours, and creeks, from Mount Joly, on the southern coast of Labrador, to and through the straits of Belleisle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson's Bay Company: and that the American fishermen shall also have liberty, for ever, to dry and cure fish in any of the unsettled bays, harbours, and creeks, of the southern part of the coast of Newfoundland hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose, with the inhabitants, proprietors, or possessors of the ground. And the United States hereby renounce for ever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish, on or within three marine miles of any of the coasts, bays, creeks, or harbours of his Britannic Majesty's dominions in America, not included within the abovementioned limits:

provided, however, that the American fishermen shall be admitted to enter such bays or harbours, for the purpose of shelter and of repairing damages therein, of purchasing wood, and obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them.

Act of Congress "concerning the Convention to regulate the Commerce between the Territories of the United States and his Britannic Majesty." Approved the 1st of March, 1816.

Be it enacted and declared by the Senate and House of Representatives of the United States of America in Congress assembled, that so much of any act as imposes a higher duty of tonnage or of impost, on vessels, and articles imported in vessels, of Great Britain, than on vessels, and articles imported in vessels, of the United States, contrary to the provisions of the convention between the United States and his Britannic Majesty, the ratifications whereof were mutually exchanged the 22nd day of December, 1815, be, from and after the date of the ratification of the said convention, and during the continuance thereof, deemed and taken to be of no force or effect.

Act of the British Parliament "to carry into effect a Convention of Commerce concluded between his Majesty and the United States of America, and a Treaty with the Prince Regent of Portugal."

VI. And whereas it is expedient that vessels built in the countries belonging to the United States of America, or any of them, or condemned as prize there, and being owned and navigated as herein-before mentioned, should be allowed to clear out from any part of the United Kingdom for the principal settlements of the British dominions in the East Indies; viz., Calcutta, Madras, Bombay, and Prince of Wales's Island, with any articles which may legally be exported from the United Kingdom to the said settlements in British-built ships; be it therefore further enacted, that all vessels built in the said United States of America, or any of them, or condemned as prize there, and being owned and navigated as hereinbefore mentioned, shall be allowed to clear out from any port of the United Kingdom for the following principal settlements of the British dominions in the East Indies, viz., Calcutta, Madras, Bombay, and Prince of Wales's Island, with any goods, wares, or merchandise which may be legally exported from the United Kingdom to the said settlements in British-built vessels, subject to the like rules and regulations, restrictions, penalties, and forfeitures as are now by law imposed upon the exportation of such goods to the said settlements in British-built ships, any law, custom, or usage to the contrary notwithstanding.

VII. And be it further enacted, that nothing in this act contained shall extend, or be construed to extend to repeal or in anywise alter the duties of package, scavage, bailage, or portage, or any other duties payable to the mayor and commonalty, and citizens of the city of London, or to the Lord Mayor of the said city for the time being, or to any other city or town corporate within Great Britain, or any other special privilege or exemption to which any person or persons, bodies politic or corporate, is or are now entitled by law in respect of goods imported and exported, but the same shall be continued as heretofore.

Convention of Commerce, signed at London, August 6, 1827.

ART. I.—All the provisions of the convention concluded between his Majesty the King of the United Kingdom of Great Britain and Ireland, and the United States of America, on the 3rd of July, 1815, and further continued for the term of ten years by the fourth article of the convention of the 20th of October, 1818, with the exception therein contained as to St. Helena, are hereby further indefinitely, and without the said exception, extended and continued in force, from the date of the expiration of the said

ten years, in the same manner as if all the provisions of the said convention of the 3rd of July, 1815, were herein specifically recited.

ART. II.—It shall be competent, however, to either of the contracting parties, in case either should think fit, at any time after the expiration of the said ten years—that is, after the 20th of October, 1828—on giving due notice of twelve months to the other contracting party, to annul and abrogate this convention; and it shall, in such case, be accordingly entirely annulled and abrogated, after the expiration of the said term of notice.

Act of Congress of the United States, "to repeal the Tonnage Duties upon Ships and Vessels of the United States, and upon certain Foreign Vessels." 31st May, 1830.

SEC. I.—Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, that, from and after the 1st day of April next, no duties upon tonnage of the ships and vessels of the United States, of which the officers and two-thirds of the crew shall be citizens of the United States, shall be levied or collected; and all acts and parts of acts imposing duties upon the tonnage of ships and vessels of the United States, officered and manned as aforesaid, so far as the same relate to the imposition of such duties, shall, from and after the said first day of April next, be repealed.

SEC. II.—And be it further enacted, that, from and after the said 1st day of April next, all acts and parts of acts imposing duties upon the tonnage of the ships and vessels of any foreign nation, so far as the same relate to the imposition of such duties, shall be repealed: provided, that the President of the United States shall be satisfied that the discriminating or countervailing duties of such foreign nation, so far as they operate to the disadvantage of the United States have been abolished.

[Approved 31st of May, 1830.]

Proclamation of the President of the United States, opening to British Vessels the Trade between the British Colonial Possessions and the American Ports. 5th October, 1830.

Whereas, by an act of the Congress of the United States, passed on the 29th day of May, 1830, it is provided, that whenever the President of the United States shall receive satisfactory evidence that the government of Great Britain will open the ports in its colonial possessions in the West Indies, on the continent of South America, the Bahama Islands, the Caicos, and the Bermuda or Somer Islands, to the vessels of the United States, for an indefinite or for a limited term; that the vessels of the United States, and their cargoes, on entering the colonial ports aforesaid, shall not be subject to other or higher duties of tonnage or impost, or charges of any other description, than would be imposed on British vessels, or their cargoes, arriving into the said colonial possessions, from the United States; that the vessels of the United States may import into the said colonial possessions, from the United States, any article or articles which could be imported in a British vessel into the said possessions, from the United States; and that the vessels of the United States may export from the British colonies afore-mentioned, to any country whatever, other than the dominions or possessions of Great Britain, any article or articles that can be exported therefrom in a British vessel, to any country other than the British dominions or possessions as aforesaid—leaving the commercial intercourse of the United States, with all other parts of the British dominions or possessions, on a footing not less favourable to the United States than it now is; that then, and in such case, the President of the United States shall be authorised, at any time before the next session of Congress, to issue his proclamation, declaring that he has received such evidence, and that thereupon, and from the date of such proclamation, the ports of the United States shall be opened indefinitely, or for a term fixed, as the case may be, to British vessels coming from the said British colonial possessions, and their cargoes, subject to no other or higher duty of tonnage or impost, or charge of any description whatever, than would be levied on the vessels of the United States, or their cargoes, arriving from the said British possessions; and that it shall be lawful for the said British vessels to import into the United States, and to export therefrom, any article or articles which

may be imported or exported in vessels of the United States ; and that the act, entitled, "An Act concerning navigation," passed on the 18th day of April, 1818, an act supplementary thereto, passed the 15th day of May, 1820, and an act, entitled, "An Act to regulate the commercial intercourse between the United States and certain British ports," passed on the 1st day of March, 1823, shall, in such case, be suspended or absolutely repealed, as the case may require :

And whereas, by the said act, it is further provided, that whenever the ports of the United States shall have been opened under the authority thereby given, British vessels and their cargoes shall be admitted to an entry in the ports of the United States, from the islands, provinces, or colonies of Great Britain, on or near the North American continent, and north or east of the United States.

And whereas satisfactory evidence has been received by the President of the United States, that, whenever he shall give effect to the provisions of the act aforesaid, the government of Great Britain will open, for an indefinite period, the ports in its colonial possessions in the *West Indies*, on the continent of *South America*, the *Bahama Islands*, the *Caiicos*, and the *Bermuda* or *Somer Islands*, to the vessels of the United States, and their cargoes, upon the terms, and according to the requisitions of the aforesaid act of Congress :

Now, therefore, I, Andrew Jackson, President of the United States of America, do hereby declare and proclaim, that such evidence has been received by me ; and that by the operation of the act of Congress, passed on the 29th day of May, 1830, the ports of the United States are, from the date of this proclamation, open to British vessels coming from the said British possessions, and their cargoes, upon the terms set forth in the said act ; the act entitled, "An Act concerning navigation," passed on the 18th day of April, 1818, the act supplementary thereto, passed the 15th day of May, 1820, and the act, entitled, "An Act to regulate the commercial intercourse between the United States and certain British ports," passed the 1st day of March, 1823, are absolutely repealed ; and British vessels and their cargoes, are admitted to an entry in the ports of the United States, from the islands, provinces, and colonies of Great Britain, on or near the North American continent, and north or east of the United States.

Given under my hand, at the city of Washington, the 5th day of October, in the year of our Lord 1830, and the 55th of the independence of the United States.

By the President :

ANDREW JACKSON.

M. VAN BUREN,

Secretary of State.

British Order in Council, for regulating the Commercial Intercourse between the United States and the British Colonial Possessions. 5th November, 1830. At the Court of St. James's, the 5th day of November, 1830. Present, the King's most excellent Majesty in Council.

Whereas by a certain act of parliament, passed in the sixth year of the reign of his late majesty, King George the IVth [cap. 114.], entitled, "An Act to regulate the Trade of the British Possessions Abroad," after reciting that, "by the law of navigation, foreign ships are permitted to import into any of the British possessions abroad, from the countries to which they belong, goods, the produce of those countries, and to export goods from such possessions, to be carried to any foreign country whatever, and that it is expedient that such permission should be subject to certain conditions ;" it is, therefore, enacted, "that the privileges thereby granted to foreign ships shall be limited to the ships of those countries which, having colonial possessions, shall grant the like privileges of trading with those possessions to British ships, or which, not having colonial possessions, shall place the commerce and navigation of this country, and of its possessions abroad, upon the footing of the most favoured nation, unless his majesty, by his order in council, shall, in any case, deem it expedient to grant the whole, or any of such privileges, to the ships of any foreign country, although the conditions aforesaid shall not in all respects be fulfilled by such foreign country."

And whereas by a certain order of his said late majesty in council, bearing date the 27th day of July, 1826, after reciting, that the conditions mentioned and referred to in the said act of parliament had not in all respects been fulfilled by the government of the United States of America, and that, therefore, the privileges so granted as aforesaid by the law of navigation to foreign ships, could not lawfully be exercised or enjoyed by the ships of the United States aforesaid, unless his majesty, by his order in council, should grant the whole or any of such privileges to the ships of the United States aforesaid : his said late majesty did, in pursuance of the powers in him vested by the said act, grant the privileges aforesaid to the ships of the said United States ; but did thereby provide and declare that such privileges should absolutely cease and determine in his majesty's possessions in the West Indies and South America, and in certain other of his majesty's possessions abroad, upon and from certain days in the said order appointed, for that purpose, and which are long since passed :

And whereas, by a certain other order of his said late majesty in council, bearing date the 16th of July, 1827, the said last-mentioned order was confirmed ; and whereas, in pursuance of the acts of parliament, in that behalf made and provided, his said late majesty, by a certain order in council, bearing date the 21st day of July, 1823, and by the said order in council bearing date the 27th day of July, 1826, was pleased to order, that there should be charged on all vessels of the said United States, which should enter any of the ports of his majesty's possessions in the West Indies or America, with articles of the growth, produce, or manufacture, of the said states, certain duties of tonnage and of customs therein particularly specified :

And whereas it hath been made to appear to his majesty in council, that the restrictions heretofore imposed by the laws of the United States aforesaid, upon British vessels, navigated between the said states and his majesty's possessions in the West Indies and America, have been repealed, and that the discriminating duties of tonnage and customs heretofore imposed by the laws of the said United States upon British vessels and their cargoes, entering the ports of the said states from his majesty's said possessions, have also been repealed, and that the ports of the United States are now open to British vessels and their cargoes, coming from his majesty's possessions aforesaid ; his majesty doth, therefore, with the advice of his privy council, and in pursuance and exercise of the powers so vested in him, as aforesaid, by the said act, so passed in the sixth year of the reign of his said late majesty, or by any other act or acts of parliament, declare, that the said recited orders in council, of the 21st day of July, 1823, and of the 27th day of July, 1826, and the said order in council, of the 16th day of July, 1827 (so far as such last-mentioned order relates to the said United States), shall be, and the same are, hereby respectively revoked :

And his majesty doth further, by the advice aforesaid, and in pursuance of the powers aforesaid, declare that the ships of and belonging to the said United States of America, may import from the United States aforesaid, into the British possessions abroad, goods the produce of those states, and may export goods from the British possessions abroad to be carried to any foreign country whatever.

And the right honourable the Lord's Commissioners of his Majesty's Treasury, and the Right Honourable Sir George Murray, one of his majesty's principal secretaries of state, are to give the necessary directions herein, as to them may respectively appertain.

JAMES BULLER.

CHAPTER XLII.

COMMERCIAL POLICY AND LEGISLATION OF ENGLAND AND AMERICA.

1. ENGLAND.

IN order to comprehend, distinctly, the commercial policy, and legislation, of the United States of America, it will be indispensable to review, cursorily, the former, and recent, commercial policy, and legislation of England; and, it will then appear evident, that all the erroneous principles, which have degraded the commercial laws of America, bear a closely imitative affinity to those fallacious legislative commercial enactments, that have been maintained, since the first planting of her trans-Atlantic colonies, by England.

It would have been superfluous to advert to the former, and recent, commercial policy of England, were it not, that in the United States, and in the states of continental Europe, the *example of England, however unsound, is always referred to, by the advocates of the fallacies of legislative protection to national industry, ingenuity, and enterprise.* We state boldly, that England owes not her prosperity to that specious legislative protection, which America and other nations, extol as sagacious wisdom; or, as grasping maritime, and commercial, monopoly, on the part of the rulers, and lawgivers, of Britain. We repeat, that which we have frequently endeavoured to prove, and which happily, although the progress of conviction has been slow, is now very generally believed in the United Kingdom, and which will be, at no remote period, as generally entertained, and acted upon, in the United States,—but which foreign statesmen, and foreign writers, have very seldom admitted.—We repeat, that England has attained her prosperity,—not by the aid,—but in defiance, of her illiberal commercial system;—that England has owed her wealth, and power, and even her liberty, to her geographical position; to her many commanding harbours; to her fisheries, which originated her naval architecture and her fleets; to the vast power of production, yielded by her mines of coal and iron—*interstratified* for the coal to smelt the iron;—to the coal fields, generally, of the north, central, and western counties, and of Wales; to the coal and iron of the Clyde; to the salt mines of Cheshire, and Gloucestershire; to the copper and tin mines of Cornwall and Wales;—to her geological formation, from her granite, and limestone, to the chalk and sandstone;—to the variety, elevations, and depressions of her soils, rising, from the rich, low, lands of Kent, Essex, Norfolk, and Lincolnshire,—from the fertile valleys and plains of the south, and of the central counties, up to the pastures, on the heights of the South Downs,—on the hills of Devonshire and Somersetshire,—and up to the peaks of Derby, and to the mountains of Wales and Cumberland:—to soils and pastures, varying from the straths, and dales, of Scotland, up to the brows of the Cheviot and Pentland hills, and, north, to Bredalbane, to the Grampians, and to the highlands:—to the materials for building, which her stone, lime, and slate,

quarries, and her clays, and her woods, have yielded;—to her oak, and other forests, which enabled her to build her war fleets, her merchant ships, her coasting vessels, and her fishing boats, until wood, when wanted, could have been brought to her ports, and ship yards, from afar;—to the very inconstancy of a climate, not liable to great heat, nor to intense cold:—and, superadded to these great natural advantages,—to those political, moral, and inventive elements, without which all other blessings would have been of minor power:—that is to say,—to civil liberty, under the constitution of England, founded on the Magna Charta, and strengthened; and secured by the Petition of Rights, the Habeas Corpus Act, the Bill of Rights, and the Act of Settlement:—to the perseverance, and industry of her people;—to the enterprise of her manufacturers, and the skill of her artisans; to the Bridgewater canal, and the canals which it originated;—to the steam-engine, spinning-jenny, mule, and power-loom;—to the adventurous spirit of her princely merchants;—and, to the hardy intrepidity of her brave mariners:—To all these physical, and moral elements, does Great Britain owe her power, and prosperity,—her manufacturing and commercial wealth,—her ability, in the maintenance of her power and credit, to pay high taxation and high rents:—in despite of monopolies, protective duties, and dear food;—in despite of all these *banes to national prosperity*—*banes to national progress*, which all countries, and none more so than the United Kingdom, and the United States, would act wisely, by cancelling from their legislation.

Nor must it be forgotten, that England also escaped, on her own soil, the perpetual wars, which devastated, and prevented the manufacturing industry of the continental states of Europe; and although her taxation, and her public debt, have been carried to an incredible height, and her people compelled to pay far higher for maintaining existence, than those of any other country; yet the genius and character of her people, and the natural advantages of the British islands, have enabled her, in defiance of Napoleon's wars and decrees—in spite of high taxation and dear food, to enrich herself, so far, as to bear all her war burdens. Her people were enabled to do all this, and to pay those high prices for bread and butchers' meat, which served, to yield high rents to the landlords of the United Kingdom;—not by restrictive legislation, but by home industry, and by maritime enterprise,—by a most profitable carrying-trade,—and, by throwing her manufactures, with great gain, into all the markets of the world: while the industry, of other European countries, was paralyzed by the insecurity, occasioned by desolating invasions.

In time of war, the harbours of England gave her military, and commercial, fleets, an incalculable advantage over those of continental Europe. Lying west of the continent, the prevailing winds, which prevented foreign ships from putting to sea, enabled those of the east coasts, of Britain, and Ireland, to leave their ports; those of the west coasts being at the same time safe, from their position, as well as from the protection of our ships of war, cruising in, and off, the entrance of

the English and Irish Channels. Thus, while the nations of the continent were disturbed in all their industrious pursuits, Great Britain enjoyed, from her geographical situation and commanding harbours, peace at home, and the opportunity of supplying the rest of the world with her domestic fabrics and the produce of her colonies. In defiance of the Berlin and Milan decrees, our manufactures found their way into the heart of Germany, and Italy; while, even in France, we clothed the soldiers of Napoleon! Thus, although taxed, beyond all possible calculation of endurance, the natural advantages of England, and the enterprise of her people, enabled her to withstand, in magnificent splendour, the convulsions that shook the continent to its foundation.

During the whole period of the last war, and since the days of Charles II., the navigation laws of England, and the system of high duties, or the prohibition of the fabrics of other countries, similar to those manufactured in the United Kingdom, were, it is true, in full force: the only valve of elusion, escape, and circumvention of these laws, being the contraband trade.

But let us fully understand the condition of Europe, and of America, during that period.

For a great portion of the time which elapsed between the passing of the navigation act* and the peace of Utrecht, the continent of Europe was involved in

* We have never attributed our maritime greatness to the much extolled Navigation Act. The geographical position of England rendered her always, to some extent, a maritime power. The Danish invasions, and their settlement in various parts of Britain, increased the spirit of naval adventure, and tolls and customs were levied in the port of London before the *Angles* discontinued selling their children to foreign countries, which slave trade did not cease until the latter part of the time of Canute the Great. In the reign of King John, 1213, his fleet is said to have captured 300, and sunk 100 French ships near Helvoetsluys, being the greater part of a French fleet, sent by Phillippe Augustus against the Flemings; and we find a commercial and navigation treaty between England and Norway, as early as 1230, and a similar treaty with Flanders as early as 1274.

In 1302, the same year that the mariner's compass is asserted to have been invented, Edward I. passed a law, *Charta Mercatoria*, for the protection of foreign merchants in England; and the Cinque Ports were then compelled to provide him with fifty-seven ships. Two years after, he was enabled to lend her biggest ships of war to France.

During the fourteenth century we find that treaties of commerce and navigation had been concluded between England, and Portugal, Spain, Venice, Holland, Genoa, the towns of Flanders, Cologne, Pisa, and with Scotland and Finland. Edward III. had a great galley built for him at Nice. In 1393 England lends ships of war to Denmark. In 1483 the king of England prohibits the importation of foreign manufactures.

In 1512, the king formed a permanent royal navy. He had one ship of 1000 tons, and hired two ships of war to Venice to fight against the Turks.

The first navigation act on record is that of the 5th, Richard II., 1381, which enacted in substance, "That for increasing the shipping of England, of late much diminishes, none of the king's subjects shall hereafter ship any kind of merchandise either outward or homeward, but only in ships of the king's subjects, on forfeiture of their ships and merchandise, in which also the greater part of the crew shall be the king's subjects."

Henry VII. prohibited the importation of certain commodities, unless imported in ships belonging to English owners, and manned by English seamen. By the 5 Eliz. c. 5, foreign ships were excluded from our fisheries and coasting trade. The Parliament, in 1650, prohibited all ships, of all foreign nations whatever, from trading with the plantations in America, without having previously obtained a licence; and on the 9th of October, 1651, the Parliament of the Commonwealth passed the famous *Act of Navigation*, intended 'to promote British navigation, and to weaken or destroy the naval power of the Dutch.' The act declared 'that no goods or commodities whatever, of the growth, production, or manufacture of Asia, Africa, or America, should be im-

war, and manufacturing industry was consequently paralysed except in England. The fleets of England were generally victorious, and often enriched the country

ported either into England or Ireland, or any of the plantations, except in ships belonging to English subjects, and of which the master and the greater number of the crew were also English; that no goods of the growth, production, or manufacture of any country in Europe, should be imported into Great Britain, except in British ships, or in such ships as were the real property of the people of the country or place, in which the goods were produced, or from which they could only be, or, most usually were, exported.

The Dutch had but little home produce to export. The act of the Commonwealth not having been allowed to remain on the statute-book, the provisions of the Navigation Act were embodied, with some little modifications, in the act of 12 Car. 2, c. 18. It was broadly proclaimed, and considered to be, the *Charta Maritima* of England!

In the 14th of Charles II. a supplemental statute was passed, for obviating evasions of the previous statute. The latter statute prohibited all importation of a long list of enumerated commodities, under any circumstances, or in any vessels, whether British or foreign, under the penalty of seizure and confiscation of the ships and goods, from Holland, the Netherlands, Germany, Turkey, and Russia, were included in the 12 Car. 2, c. 18.

Amongst the very few fallacies uttered by Adam Smith, is his admiration of the navigation laws. 'When,' says he 'the act of navigation was made, though England and Holland were not actually at war, the most violent animosity subsisted between the two nations. It had begun during the government of the long parliament, which first framed this act, and it broke out soon after in the Dutch wars during that of the Protector and of Charles II. It is not impossible, therefore, that some of the regulations of this famous act may have proceeded from national animosity. They are as wise, however, as if they had all been dictated by the most deliberate wisdom. National animosity at that particular time aimed at the very same object which the most deliberate wisdom would have recommended,—the diminution of the naval power of Holland, the only naval power which could endanger the security of England. The act of navigation is not favourable to foreign commerce, or to the growth of that opulence which can arise from it. The interest of a nation in its commercial relations to foreign nations is like that of a merchant with regard to the different people with whom he deals, to buy as cheap and to sell as dear as possible. But the act of navigation, by diminishing the number of sellers, must necessarily diminish that of buyers; and we are thus likely not only to buy foreign goods dearer, but to sell our own cheaper, than if there was a more perfect freedom of trade. As defence, however, is of much more importance than opulence, the act of navigation is, perhaps, the wisest of all the commercial regulations of England.'—*Wealth of Nations*.

Mr. MacCulloch, on this opinion, makes the following judicious remarks. "It may, however, be very fairly doubted, whether, in point of fact, the navigation law had the effects, here ascribed to it; of weakening the naval power of the Dutch, and of increasing that of this kingdom. The Dutch were very powerful at sea, for a long period after the passing of this act; and it seems natural to conclude, that the decline of their maritime preponderance, was owing rather to the gradual increase of commerce and navigation in other countries, and to the disasters and burdens occasioned by the ruinous contests the Republic had to sustain with Cromwell, Charles II., and Louis XIV., than to the mere exclusion of their merchant vessels from the ports of England. It is not meant to say, that this exclusion was altogether without effect. The efforts of the Dutch, to procure a repeal of the English navigation law, show that, in their apprehension, it operated injuriously on their commerce. It is certain, however, that its influence, in this respect, has been greatly over-rated in this country. *Excessive taxation*, and not our navigation law, was the principal cause of the fall of profits, and of the decline of manufactures, commerce, and navigation in Holland. 'Les guerres,' says the well-informed author of the *Commerce de la Hollande*, 'terminées par les traités de Nimègue, de Ryswick, d'Utrecht, et enfin la dernière par le traité d'Aix-la-Chapelle, ont successivement obligé la République de faire usage d'une grand credit, et de faire

with the spoils of the enemy; the Anglo-Americans carried on an active contraband trade in supplying the Spanish, and French, colonies, in America, and in the West Indies with British manufactures; although Spain and France prohibited any foreign trade or intercourse with their colonies. The periods of peace, which occurred between the treaty of Utrecht, in 1713, and the general peace of the world, 102 years afterwards, were of far too short duration for the nations of Europe to become great manufacturing states. The French, and Germans, and Flemings, were industrious; but the profligate extravagance of Louis XIV., the derangement of the public revenues under Louis XV. and his unfortunate successor,—the extortion of the farmers general, and the degraded state of the industrious, and productive, classes in France, were all

des emprunts énormes pour en soutenir les fraix. Les dettes ont surchargé l'état d'une somme immense d'intérêts, qui ne pouvoient être payés que par une *augmentation excessive d'impôts*, dont il a fallu faire porter la plus forte partie par les consommations dans un pays qui n'a qu'un territoire extrêmement borné, et par conséquent par l'industrie. Il a donc fallu faire enchérir infiniment la main-d'œuvre. Cette cherté de la main-d'œuvre a non seulement restreint presque toute sorte de fabrique et d'industrie à la consommation intérieure, mais elle a encore porté un coup bien sensible, au commerce de frêt, partie accessoire et le plus précieuse du commerce d'économie : car cette cherté a rendu la construction plus chère, et augmenté le prix de tous les ouvrages qui tiennent à la navigation, même de tous les ouvrages des ports et des magasins. Il n'étoit pas possible que l'augmentation du prix de la main-d'œuvre ne donnât, malgré tous les efforts de l'économie Hollandoise, un avantage sensible aux autres nations qui voudroient se livrer au commerce d'économie et a celui de frêt.—(Tome ii. p. 221.)

"This extract, which might, were it necessary, be corroborated by others to the same effect from all the best Dutch writers, show that it is not to our navigation law, nor to the restrictive regulations of other foreign powers, but to the abuse of the funding system, and the excess of taxation, that the decline of the commercial greatness and maritime power of Holland was really owing. Neither does it appear that the opinion maintained by Dr. Smith and others, that the navigation law had a powerful influence in augmenting the naval power of this country, rests on any better foundation. The taste of the nation for naval enterprise had been awakened, the navy had become exceedingly formidable, and Blake had achieved his victories, before the enactment of this famous law. So far, indeed, is it from being certain that the navigation act had, in this respect, the effect commonly ascribed to it, that there are good grounds for thinking it had a precisely opposite effect, and that it operated rather to diminish than to increase our mercantile navy. It is stated in Roger Coke's *Treatise on Trade*, published in 1671 (p. 36), that this act, by lessening the resort of strangers to our ports, had a most injurious effect on our commerce; and he further states that we had lost, within two years of the passing of the act of 1650, the greater part of the Baltic and Greenland trades. (p. 48.) Sir Josiah Child, whose treatise was published in 1691, corroborates Coke's statement; for while he decidedly approves of the navigation law, he admits that the English shipping employed in the Eastland, and Baltic trades, had decreased at least *two thirds* since its enactment, and that the foreign shipping employed in these trades had proportionally increased. (*Treatise on Trade*, p. 89, Glasg. edit.) Exclusive of these contemporary authorities, it may be worth while to mention, that Sir Matthew Decker, an extensive and extremely well-informed merchant, condemns the whole principle of the navigation act; and contends that, instead of increasing our shipping and seamen, it had diminished them both; and that, by rendering the freight of ships higher than it would otherwise have been, it had entailed a heavy burden on the public, and been one of the main causes that had prevented our carrying on the fishery so successfully as the Dutch. (*Essay on the Causes of the Decline of Foreign Trade*, p. 60, ed. 1756.)

ruinous to French manufactures, notwithstanding the genius and thrift of the artisans and manufacturers of Paris and other towns. To a certain extent, the silk manufacturers of Lyons, who always declaimed against legislative protection, formed a remarkable exception;* and this prosperity was favoured by the contraband trade in French silks, prohibited to be legally imported into England.

In Germany, including the Austrian dominions, the inhabitants were not sufficiently advanced in the arts, nor were the feudal, or military, systems of those countries favourable to manufacturing industry. Pasturage and agriculture were more immediately remunerative occupations: both the latter could be resorted to with little means, even by the soldier on *furlough*. Excepting some imperial and royal fabrics, producing some porcelain, glass, and other articles of luxury, all at an enormous cost;—excepting, also, the common woollens and linens, spun and woven, in most countries, by the peasantry, and common smiths' work, and the rough gear, and other articles made by millwrights, wheelwrights, and other ordinary artisans, there were but two manufactures, of any great importance, in all Germany, including the Austrian dominions. These manufactures were the linen fabrics, chiefly of Silesia, and the woollens, especially the fine cloths of Saxony. *Both attained perfection without any legislative protection: without the government prohibiting, or imposing high duties on, British or other linens or woollens: without, as in England, Scotland, and Ireland, on linens, as in France on woollens, excluding, by prohibitions and duties: without premiums on their exportation, or bounties on their being made, and used, for home consumption.*

England at one time imposed legislative impositions, or prohibitions, on both foreign linen and woollen manufactures. But, *cui bono?* Did either thrive in consequence? Certainly not. The wars of Frederick the Second, and the wars of Napoleon, which involved, in ruin, the peaceful homes, and industry, of Saxony and Silesia, rendered useless high duties on, or prohibitions of, the linens and woollens of those countries, in England.

The manufactures of Venice, and of Italy, were on the decline; and, as far as they entered into the general traffic of the world, were vanishing before the wars of the French revolution. Those of Flanders and Holland, also, had been paralysed by those, and previous, wars. The characteristic industry, and thrifty habits of the Dutch, and Flemings, did not abandon them; but the wars caused them to fail in producing fabrics, to compete with those of England.

Denmark, Sweden, and Russia, never had, before the peace of 1814, any manufactures of consequence. Portugal had none, except some jewellery, common trinkets, and the ordinary woven fabrics of the peasants, and the common articles, made by ordinary handicraftsmen. Long before the date of the unwise Methuen treaty, British woollens were worn, and used, in Portugal.

* See Commercial Statistics Part V. France.

The imbecility of the Spanish monarchs, and administrators,—the bigotry of the ecclesiastics,—and the ignorance, and superstition, of the common people,—and the pride and haughty character of the aristocracy, rendered it impossible, at all times, for that country to manufacture in competition with England.

Anglo-America was not, nor, during the colonial sway, England would not allow her to become, a manufacturing country ; and, although we have denounced that policy as arbitrary and unjust on the part of England, it would not have been profitable for America to fabricate articles, which would have been supplied much cheaper by England, in exchange for the raw materials of the old colonies, and for the money realised by the trade carried on, illicitly, or otherwise, with the foreign West Indies.

With the exception of one article, therefore, there were none that, it could have been even pretended, any other country was able to manufacture cheaper than England : that article consisted of silk in its various forms. Yet in Lyons, the chief, and most profitable, seat of the silk manufactures, the manufacturers always denounced legislative interference, and protection. In order to create magnificent silk manufactures in Spitalfields and Derby, French silks were absolutely prohibited until 1828 ; and, since then, high, and in many cases prohibitory duties, have been imposed, and are still imposed, on French silk manufactures. Now what has been the result of high duties, or prohibitions, in England ? It is evident that the manufacturers of cotton, of wool, of metals, and of earthenware, never—or scarcely ever—looked up to high duties, and prohibitions, as protections, under which they should rise and flourish. They naturally considered the home demand, as a remunerating market ; but they looked, also, to the markets of the world for their fabrics, and in which, if they did not manufacture as cheaply, as other countries, they must sell at a loss, and not at a profit. Can any French, or German, or American statesman, or legislator, or politician, or elector, or manufacturer, or shipowner, be sufficiently credulous to believe, that English manufacturers, would have persisted, since the days of Charles the Second, in fabricating goods, extensively, for supplying foreign markets, at a loss, because a monopoly of the home market was secured to them by the legislature ?

No ! It is evident that whenever an article, of any importance, continues to be exported to a foreign market, it cannot be injured, by a similar article, manufactured abroad, entering into competition in the home market with the home-produced article : otherwise, the home-produced fabric could not be prepared for any market so cheaply as the foreign article,—and, consequently, would not sell in a foreign market, except at a loss : that is, at a price as low as a similar foreign article of equal quality.

It was attempted, in the United Kingdom, to rear and encourage linen manufactures, by prohibiting, or nearly excluding, by high duties, all foreign manufactures of flax, except linen yarns : the latter being required for the looms, the importation of them chiefly from Silesia. Bounties were also granted on the exportation

of linens. The whole fallacious expedient proved a miserable failure. The forced manufacture, was never really profitable, but it was expensive. The Scotch linen-spinners, weavers, and bleachers, did not depend upon artificial, but upon the intrinsic cheapness of their fabrics, and upon economy: they considered the bounty on the exportation of linens a free gift, which they did not refuse to accept. The bounty upon linens, exported, was abolished, and the prices actually increased. We could, without difficulty, prove, in all other cases of productive industry, as well as in regard to linen manufactures, that protection has been the bane of prosperity; and that competition, where the practical elements of production exist, is the true promoter of perfecting, and rendering profitable, and consequently prosperous, the works of labour and ingenuity.

Of all the fabrics of England, the silks of Spitalfields have been the most highly protected. Yet there are not so wretched a body of artisans, in the United Kingdom, as the silk weavers of that dirty, unhealthy, squalid district. The weather-beaten, daring, smuggler, has always despised the customs laws, and the coast guards, upon which depended the shrivelled, degraded, and feeble artisans, who have inhabited, and now inhabit, the miserable dwellings in the south-eastern London districts. If there had been no prohibitions or high duties, the silk manufactures of Spitalfields, would have either never existed, to tempt men into wretched employment, or, they would have arisen, and prospered, on fair, practical grounds of moral, and natural, advantages, or principles; and, would have, consequently, entered into profitable competition with similar fabrics produced elsewhere. The weavers, and others, concerned as artisans, would have clean, and salubrious, places of abode,—they would have had a sufficiency of what we believe they have never had, either in the present generation, or in past generations,—that is, a sufficiency of wholesome food, and decent clothing. Instead of which, they were miserable when foreign silks were prohibited; they continue miserable, when there have been only modifications in the duties, so far as still to allow the smuggler ample profits, by eluding the duties, of from thirty to sixty per cent, on fabrics which are small in bulk compared with their great value. We have little hope of greatly ameliorating the wretchedness of the present generation of silk weavers in Spitalfields; but let us not entice, by the fallacious hypocrisy of high duties, another generation into the same, or similar abodes of wretchedness.

But whenever a diminution of duties upon foreign articles has been attempted, the manufacturers, of similar articles at home, have very generally, though not always, proclaimed, that ruin must be the consequence. We have never discovered that this effect has followed; and the only arts, or manufactures, which we have found not to prosper have been those, for which natural, and moral, elements were not favourable, and which, consequently, ought never to have been attempted. One drawback we have to observe,—that is, when the raw material has been highly taxed. When the duties were lately reduced on gloves,

and manufactures of leather, on leather itself,—on rosin, by the distillers of turpentine,—all engaged in those fabrics assured the Board of Trade *that they would be ruined*. But they have all gone on, since then, prospering: so has experience, in England, proved it to have been, in all cases, where restrictions have been abolished,—and such will be the salutary effect of removing every duty, which has been imposed, under the assumption of *protecting* any branch of productive industry.

Were it otherwise, we should still consider it pernicious, and unjust, in a government, or a legislature, to tax any one class, or any one individual, at the expense of another.

We lay it down as a sound principle, that the *occupations of the people, commodities, and commerce, should not*, any one of the three, be taxed at the expense of the other two.

Since the year 1821 there have been great modifications in the British customs duties. The tariffs of 1842, and 1845, have constituted the greatest advances since Mr. Pitt's tariff in 1787, towards sound principles; but the existing tariff still includes the most pernicious rates of duties. Modifications of the navigation laws, have also been made.—*See Navigation and Customs Laws.*

As to the terms RECIPROCITY, and PROTECTION, the first, as well as the last term, has been fertile in fallacious arguments. The advocates of reciprocity contend, that we should not, in England, reduce our customs duties, if other countries do not diminish their import taxes. In plain language, that so long as other nations continue to do what *is wrong*, the British government, and parliament, should also maintain that which *is wrong*—that we should not do that, which, we know, to be *right*, because other nations do not, simultaneously, decide upon doing that which *is right*.

When the interchange of commodities, either raw or manufactured, between the inhabitants of a town or district, is subjected to no other restriction than, its just proportion, of the tax purely necessary to maintain its *security* and its *municipal order*, and to defray the expense of erecting and supporting *indispensable public buildings and institutions*, we find, in that case, practical *free trade* existing, within such town or district, based upon a common interest, which each individual will, from personal interest, struggle to maintain in its peaceful course.

A great nation is a great community, and all the nations of the earth, if the intercourse and trade between them were as free as between the individuals of a municipality, would then actually enjoy a peaceful and profitable system of common intercourse, based upon common interests, which it would be ruinous to any one of the nations concerned to disturb. The greater the commercial relations between the nations, the more disastrous would be the consequences of a war which would interrupt their reciprocity of interests. In proportion as this commercial and reciprocal interest has been of long standing, and of great extent, the greater would be the securities for the maintenance of peace, and the

more disastrous would be the calamity, of continuing a war, between two or more countries so circumstanced.

All wars are, more or less, detrimental to the production of wealth, but a suspension of intercourse with a nation in which England finds but a trifling demand for her manufactures, would be of minor consequence, provided such war did not interrupt our intercourse with countries whose trade was of important value. A suspension of intercourse, for example, between England and America, could, only with great loss to both, from the long duration, and enormous extent of their mutual intercourse,* be possibly maintained.

A WAR OF MATERIAL INTERESTS, or, more properly speaking, of MATERIAL INJURIES—that is, a war of custom-houses or fiscal forts, with their garrisons of revenue officers and servants, has long been declared and carried on between most European nations. This warfare of interests, or injuries, has not ceased with the wars of bloodshed; and, if we may ever expect security against a recurrence of the calamities attendant on, and consequent to the latter, it will be, when we destroy the elements of the former,—in short, by the *extension of free trade between all nations*.

In the history of Europe we cannot discover a sovereignty, great or insignificant, that has not maintained its war of material injuries against its neighbours, during the usually considered state of peace, as well as when engaged in actual armed hostility.

There is no theory, probably, more flattering to princes and statesmen, or to a whole nation, than to institute measures which hold out independence of all other nations, by producing, and manufacturing, at home, all that is considered necessary and luxurious. It was easy to win a prince, and people, to adopt the application of so very plausible a delusion. Louis XIV., authorised M. Colbert to revise and establish* those fabrics which that monarch, by his *dragonades*, and by revoking the edict of Nantes, nearly ruined; while he, at the same time, drove the most skilful artisans from France into England, Holland, and Germany. M. Colbert, one of the most honest and patriotic ministers, of whom France can boast, directed his steadfast attention to financial reform; but, unfortunately for his country, he became dazzled with the fallacious principle of forcing home manufactures by monopolies, by premiums, and by imposing duties on those of other countries. He encouraged, by large bounties, and by exclusive privileges, manufacturers to settle in France; he protected them by despotic laws, without considering that he was taxing, and oppressing, the many for the benefit of the few,—that he was destroying

* M. Colbert did not, however, establish the system of prohibition. The duties he imposed on imports, never exceeded ten per cent ad valorem. "He gave way to national prejudice," says Voltaire, "against the freedom of trade in corn." With the exception of his erroneous though patriotic views respecting manufactures, we are bound to admit the general wisdom of Colbert's administration. He had to struggle all his life against rivals and prejudices. The king was shamefully ungrateful to him. The aristocracy detested him, and his unpopularity was so great, when he died in 1683, that he was buried at night to prevent a riot.

that competition which creates cheapness, and perfection, in manufactures,—that his bounties, and duties, were taxes on the whole community, and especially on the agriculturists, who have ever since been oppressed by duties, nearly prohibitory, on the article *iron*: most necessary, for ploughs, harrows, and all other implements of husbandry. The system of Colbert, however, became exceedingly popular. Its promised grandeur, flattered national vanity; and neither the monarch, nor the people, nor Colbert himself, understood its fallacy. Political economy was then unknown.

If we are to be governed by the lessons of experience, we are led to the following conclusions, on the taxing of commodities; whether levied, by an excise on the produce of home labour, or, by a customs, on foreign or colonial articles.

In order to obtain the greatest revenue, from taxes so imposed, the maximum of taxation will be the point, which will yield the most revenue, without that maximum ascending higher than the point, where it commences to reduce the consumption of the taxed article, in a greater ratio than the increase of the tax: or if the article taxed, be imported from, or similar to one produced in, a foreign country, the tax must not, whether the object be revenue, or, the fallacy called, protection, be so high, as to leave any profit, exclusive of the risk, to the contraband trader.

The governments of nearly all countries have, probably as far back as their foundation, exacted tribute, or tolls, on the importation, or exportation, of commodities. The department of government, established to levy those taxes, was variolously named. It was originally neither more nor less than a toll-house, erected at in and passes, or at landing-places, for collecting a tribute to be paid to the king, or prince. In progress of time, it grew up to be one of the most formidable departments of state,—by the sea-coast, by straits, by rivers, and by land. In Germany the name is still *Zoll*, or toll,—in France, *Douane*, in Italy, *Dogana*.

Commodities produced in one country, and imported into another country, to be used therein, can only enter extensively into consumption when the price is, as low as, or lower than, that which similar commodities can be produced at home.

The natural advantages, or disadvantages, of soil, climate, minerals, raw materials, geographical position, population, and the state of the arts and sciences, vary so greatly in one country from those of another, that some countries *can produce* some commodities, which others *cannot*, at equally low prices.

Commodities which a country does not produce at all, or only at high prices, can be consumed, by the non-producing, or dear-producing, country, with more advantage, and in greater quantity, if those articles are purchased at, and brought from, the places where they are to be found at the cheapest cost.

There is no country, with ordinary advantages, that does not produce some commodities so cheaply, as to find a market for what it produces, over its home consumption, in some other country; and, from which a different kind of article may be brought, with profit, in return.

This interchange constitutes international trade.

The more numerous, or more burdensome, are the restrictions, the more limited will this commerce be.

The fewer and lighter are the restrictions, the more extended will it prove.

All experience forms evidence of these facts.

If a nation were in a condition that its administration, and security, could be

maintained without *exacting that TAX upon the value* of COMMODITIES, which constitutes, not the whole national income, but, as usually levied, what is termed the *indirect public revenue*, then no *duty* whatever should be levied either upon articles produced at home, or upon those imported from foreign countries.

A public revenue being indispensable to defray the necessary public expenditure, **PROPERTY**, whether in **LAND**, or in **COMMODITIES produced at home, or imported from abroad, ought to be taxed, or made to yield up annually a just proportion of its rent, or profit, equal to the amount of the annual legitimate claims upon the nation.** This proportion of the *annual rent, or profit, of PROPERTY* would then form the *whole amount of equitable taxation; levied upon all that could equitably constitute the WHOLE NATIONAL INCOME.*

But unless the revenue required be small, and the property taxed be such as not to render the collection of the tax inquisitorial, direct taxes will not be willingly submitted to. Yet they are submitted to in every state in Europe, though scarcely at all in the United States of America. But in levying a revenue, independently of direct taxation, if commodities which enter into home consumption are to be taxed, the equitable scale of levying this tax would be, to impose exactly the same duty upon an article, produced at home, as upon a similar article, imported from abroad.

There can be no other equitable scale of taxing commodities, whether produced at home, or imported from abroad, for domestic consumption.

The producer never pays the tax upon the article he produces; he must add, to make any profit by it, the duty, or tax, as well as his profit, to the cost of production, and then the consumer pays the whole, including the tax.

Whoever produces the article consumed, or wherever it is produced, the consumer pays, not the cost of producing it, but the whole market value of the article, including every tax upon it. The producer is, however, limited in his sales by the article he produces being highly taxed, whether at home or abroad, and his profits are also diminished by taxes, either at home or abroad, upon the article which he produces, as well as by the taxes upon every article which he consumes.

If the market value, of the home-produced article, be higher than the cost of a similar article, produced and imported from abroad, that difference of value arises from a restriction upon the admission, for consumption, of the cheaper article: either by actual prohibition, or by high duties forming practical prohibition, or by duties so high, that the foreign article can only be imported, and used, at prices equal to the amount, both of its natural market value, and also of the tax added, either for revenue, or to protect the article produced at home.

The difference between the natural price of an article imported from abroad, and the higher price of a similar article produced at home, is a tax imposed upon the whole community, with the view, for there can be no other, of putting the amount of that difference into the pocket of the producer of the home-made

article. It is also a far greater burden upon the nation, which is further taxed to the value of so much of the labour, production, trade, and navigation, which the *protective tax* restricts.

If taxation upon articles of consumption be indispensable to meet the claims upon the public revenue: *then*, if a quarter of wheat imported from Prussia, Odessa, or elsewhere, pay a duty of eight shillings, or four shillings, when entered for consumption in the United Kingdom: in like manner, every quarter of wheat produced at home ought, on sound principle, to pay a duty of eight shillings or four shillings: or, if 112 lbs. of sugar imported from Jamaica pay a duty of fourteen shillings when entered for consumption, there should be no distinction made to the consumer, when he pays a tax on the sugar he uses, whether it has been produced in Bengal, Brazil, Cuba, Jamaica, Java, or elsewhere: or, if a gallon of distilled spirits *produced*, and *consumed*, at home be taxed ten shillings, in that case a gallon of distilled spirits whether *imported* from France, Holland, the West Indies, or elsewhere, ought to pay no more, when *consumed* in the United Kingdom, than a tax of ten shillings.

But although this mode of taxing commodities must be admitted equitable, there will always exist in the United Kingdom, as great a feeling against, as great a resistance to, taxing articles produced at home, as there would be to levy the revenue by direct taxation. *In fact, an excise, from the necessarily inquisitorial nature of its character, will always be odious among a free people.*

It, therefore, remains to be considered how far we can advance, in simplifying, or reforming a system of finance, in order, at the same time, to raise the necessary revenue; and, to impose taxes according to the most equitable distribution, and consistently with the least possible inquisitorial, or oppressive, mode of collection.

FIRST, AS TO TAXES UPON COMMODITIES.

The following statements will illustrate the revenue collected by the two great departments of these taxes, the *excise* and *customs*.

EXCISE.—There is no disputing that the permanent establishment of this, at all times to the people of England, odious means of taxation, owes its foundation to the long parliament, which “*assembled, and sat, with the resolute purpose of never dissolving until all illegal taxation was abolished.*”

Odious, however, as the excise has ever been to the people of England, numerous articles were subjected to it, from the time when it was established by the long parliament, and afterwards under William III., and from that time it was increased under every sovereign, down to the late war, when we find the list of excise-paying articles to include, before the close of the year 1800,—

Auction duty and licences; beer, bricks and tiles, candles, duty and licences; coffee, cocoa-nuts, coaches, duty and licences; cyder, perry, and verjuice, coffee dealers, chocolate dealers; dealers in all other excisable articles; gold and silver dealers, glass, hides and skins, hops, leather, malt, manufacturers of all excisable articles, metheglin or mead, old malt; mum, cyder and perry duties continued;

paper, parchment, printed calico, and all printed woven goods; salt, soap, shawls British, Irish, and foreign snuff, starch, sweets, or home-made wines, tea, tobacco vellum, wine, wire.

These forty-two heads of excise duties yielded, in 1802, a gross revenue :

In England, of	£16,517,290
„ Scotland	1,034,595
	<hr/>
Expenses of collection	16,551,885
	<hr/>
Net revenue	£13,718,659

Ireland had then its separate revenue and income.

Great reductions have been made in the number of exciseable duties since 1820, viz. ;

In 1821, the excise yielded a gross revenue of 27,399,902*l*.

But this included the revenue upon the following articles transferred, reduced, or repealed, viz. ;

Date.	A R T I C L E S.	Date.	A R T I C L E S.
1825.....	Cocoa and cocoa-nuts.	1832.....	Candles, ditto.
„	Pepper.	1833.....	Tiles, ditto.
„	Foreign spirits. } Transferred to the customs	1834.....	Starch, ditto.
„	Wine. }	„	Stone bottles, ditto.
„	Salt, repealed.	„	Sweets, mead, and home-made wines, ditto.
„	Coaches transferred to stamps and taxes.	„	Tea, transferred to the customs.
1826.....	Wire, repealed.	1835.....	Glass, reduced
1830.....	Cyder and perry, ditto.	1836.....	Paper ditto.
„	Hides and skins, ditto.	„	Soap, ditto.
1831.....	Printed goods, ditto.		

One of the great causes of grievance under the excise, is the necessary surveys or visits of the excise-officers, which, according to the report of the commission on excise management, subjected in 1835 to surveys or visits 587,917 establishments. The principal of which were :—

TRADES.	Number.	TRADES.	Number.
Brewers.....	42,715	Tea-dealers.....	104,974
Malsters.....	14,254	Brandy-dealers and retailers.....	84,338
Brickmakers.....	5,838	Beer-dealers and retailers.....	36,500
Tallowmakers—not for revenue, but as a		Wine-dealers.....	26,034
check upon soap-boilers.....	2,925	Glass-manufacturers.....	515
Soapmakers.....	302	Papermakers and stainers.....	745

Besides numerous others : as pyroligneous acid makers, rectifiers, glass pinchers, white-lead makers, snuff-mills, card-makers, University printers, corn-mills, and kilns (Ireland).

Since 1835, surveys on several of the above trades have been taken off. Those relieved from the excise surveys on tea, wine, beer, vinegar, starch, sweets, and home-made wine, and stone bottles, amounted to 262,191 persons. Licences to these were found to cost those in surveys, above 1*l*. each person, and the expense of surveys abstracted 72½ per cent from the amount of the licence-duty, the net produce was only 37½ per cent of the 401,004*l*. paid by the dealers.

The gross duty on vinegar was only 22,000*l*. ; to obtain this trifling amount 72,970 persons were subjected to a survey of their premises.

The excise laws have been revised and very greatly simplified : and the present

management of the department is intrusted to persons, who administer its duties with every leniency, consistent with the necessity of preventing fraud.

In 1832, the gross revenue levied by the excise amounted to 18,266,071*l.*, but this included tea, 3,509,820*l.* Tiles, starch, stone bottles, sweets, mead, and home-made wines, &c., abolished; and soap, paper, and glass, on which the duties were reduced to about one-half.

The produce of the excise has apparently decreased, but not, if the duties repealed, and those transferred to the customs and stamps are added to the account

PRODUCE of Excise Duties in the Year 1844.

ARTICLES.	Great Britain.	Ireland.	United Kingdom.	ARTICLES.	Great Britain.	Ireland.	United Kingdom.
	£	£	£		£	£	£
Auctions.....	291,924	13,415	305,339	Spirits.....	4,226,951	1,014,305	5,241,456
Bucks.....	439,975	..	439,975	Sugar.....	6,867	93	6,960
Glass.....	641,424	6,250	647,674	Vinegar.....	88	151	239
Hops.....	244,327	..	244,327	Game certificates.....	..	11,575	11,575
Licences.....	940,212	95,476	1,035,688				
Malt.....	4,592,244	160,052	4,752,296	Repayment in Vinegar..	13,118,743	1,332,160	14,450,903
Paper.....	639,321	30,585	669,906		2,140		
Post-horse duty.....	163,162	..	163,162	Total.....	13,116,603	1,332,160	14,448,763
" licences.....	4,524	56	4,580				
Soap.....	927,726	..	927,726				

In 1845 Sir Robert Peel abolished the auction duty, and the obnoxious duty on glass, amounting together to 953,013*l.*

Now, in order to render the excise as little oppressive—as free from inquisitorial interference with labour, manufactures, and trade, we consider that, whenever the revenue can be levied equitably, and less oppressively, from any other source, we should abolish all the remaining excise taxes: excepting the duties on distilled spirits, malt, and licences; and, the collection of the two first of these might be transferred to one *new and efficient revenue department*, to replace those of the existing customs, and excise, and which would collect the taxes on commodities. The third licences might be transferred to the stamps and taxes.

We would therefore abolish, 1. The duty on bricks, as bearing oppressively hard upon a laborious occupation, which affords, and would afford, much greater employment to the people; thereby giving employment to bricklayers, carpenters, glaziers, joiners, upholsterers, &c., &c., thereby diminishing poor-rates.

2. The hop duty is partially repealed; an excise duty upon wheat or apples would be as reasonable as upon hops. It imposes a tax upon particular productions which can only be cultivated in certain parts of England; and the poor-rates in Kent are much higher than in any other county.

3. Paper duties are also an obnoxious and unequal tax.

3. The post-horse duty is a tax upon intercourse, and highly objectionable.

4. The soap duties are absolutely a nuisance.

5. The game certificates are ridiculous as a revenue tax.

6. But with every exception that can be urged against the excise, we cannot dispense with its revenue, except by bold, equal, and just legislation in regard to other sources of taxation

STATEMENT showing the Net Annual Produce of the Duties of Customs on all Articles Imported into the United Kingdom, in Two Years preceding, and in Two Years following the Establishment of the New Tariff (5 & 6 Vict. cap. 47).

Schedule	A. Articles in a raw state to be used in Manufactures.*				B. Articles partially Manufactured.				C. Articles wholly Manufactured.				D. Articles of Food.†				E. Articles not properly belonging to any of the foregoing heads.				TOTAL.				
	Articles.				Articles.				Articles.				Articles.				Articles.				Articles.				
	No.	£	£	£	No.	£	£	£	No.	£	£	£	No.	£	£	£	No.	£	£	£	No.	£	£	£	
Articles produced under the operation of the new tariff																									
Less than 1000 each of customs duty per annum	I.	9,667	2,517	54	887	656	113	3,393	2,007	46	990	1,158	91	3,950	1,702	448	19,027	8,940							
From 1000 to 5000 each..	II.	26,605	11,719	19	6,536	5,043	31	10,204	7,690	15	4,149	2,988	27	14,415	6,331	137	71,972	24,461							
From 5000 to 10,000 each.	III.	24,532	11,213	5	6,712	3,671	17	23,266	13,030	6	3,546	4,444	6	10,972	4,000	50	69,032	36,598							
From 10,000 to 10,000 each	IV.	322,681	78,576	11	40,835	32,814	27	85,767	52,673	28	71,983	78,419	15	49,432	33,213	109	576,718	317,492							
From 10,000 to 50,000 each	V.	143,187	110,334	5	179,337	95,635	5	117,049	114,084	7	130,169	136,773	2	145,229	54,744	25	706,591	311,570							
From 50,000 to 100,000 each	VI.	149,165	137,659	..	..	..	..	..	..	3	240,841	237,944	..	..	..	5	369,000	235,693							
From 100,000 and upwards, each.....	VII.	1,507,827	1,043,466	1	816,902	513,769	1	239,893	246,111	12	16,246,120	19,614,116	..	..	..	17	30,910,542	31,417,468							
Articles exempted from duty or prohibited under the new tariff.....	VIII.	8	1 ^c	..	..	..	2	..	..	4	..	..	8	..	..	..	..	..		
Total.....	252	2,192,080	1,414,611	95	1,051,229	651,488	196	479,570	475,525	121	18,687,617	20,076,942	140	222,998	108,100	813	29,637,404	32,770,966							

* A.—The limits of this class have been so far extended as to include some articles which, though not strictly in a raw state, have undergone only a slight degree of preparation.

† D.—Into this class have been thrown, not only those articles which contribute immediately to human subsistence, but also some which are used chiefly or entirely as the food of cattle; and others, such as spices, wine, and tobacco, which properly belong to the class of condiments or stimulants.

For a specification of the Receipt of respective Articles, see the following pages.

II.—REVISION OF THE CUSTOMS DUTIES.

With the exception of the duties and prohibitions imposed for protecting various interests, the duties increased since 1787, were augmented with the idea of adding the same proportion to the income then yielded, as to the duty increased. The fact of high duties either causing a diminution of consumption, or an increase of smuggling, seems to have been utterly unknown to the generations which had arisen in the Exchequer, and the House of Commons, during the reign of George the Third, and until the duties and prohibitions were grappled with after the year 1819, by Mr. Huskisson and others. The revisions made in the tariff of 1825, by Mr. Huskisson, 1831 and 1832 by Lord Althorp, and in 1833 and afterwards by Lord Sydenham, then Mr. Poulett Thomson (although those statesmen went as far as parliament would allow them, the ministers having been actually out-voted in an attempt to revise the timber duties), still left the customs duties and corn laws on a scale highly injurious to the nation. The reductions and abolitions of customs duties carried into effect by Sir Robert Peel in 1842 and 1845 formed the greatest reform made in the customs duties since 1787; but the defects even of the existing reformed tariff of customs duties are palpable. The scale of corn duties were not defended as revenue duties, but as a scale of protection to the British agriculturist. The scale could not be protective, without raising the price of bread to the consumer. If it did not intend this it meant nothing. If it did not intend to allow corn to be imported from foreign countries to be sold at *natural prices*—that is unrestricted competition prices—the scale was a fallacy. If it intended to be a scale of revenue duties, the duties should have been fixed, and not variable duties, veering with the weather, and with the season. But we are bound in justice to the minister, to say his difficulties were great, and that his moderate reduction of corn duties, aroused the great body of landlords into opposition against him.

The sugar duties are highly fallacious, both in regard to supply and revenue. There can be no equitable pretence for taxing sugar, or any other commodity except for revenue. In eight months there has been a decrease of about one 1,000,000*l.* of revenue, occasioned by the recent alteration of the sugar duties. A duty of 18*s.* 8*d.*, or 2*d.* per lb. on all sugars, without reference to production or origin, would have yielded an increase in the year of about 1,000,000*l.*: difference of revenue about 2,000,000*l.*

Nor can the rates of timber duties be equitably defended. There has been a loss of 600,000*l.* occasioned by reducing the colonial timber duties to 1*s.* per load. If this duty had been reduced only to 5*s.* there would have been no loss of revenue; although the duty on foreign timber was reduced from 55*s.* to 25*s.* per load.

A STATEMENT of the Amount of Customs Duty received on the undermentioned Articles during the following Years.

ARTICLES.	1835	1840	1841	1842	1843	1844	1845
1 Coffee.....	652,604	922,468	888,563	769,885	697,988	682,218	718,923
2 Cocoa.....	9,082	17,530	16,900	13,862	11,177	11,619	11,448
3 Molasses.....	280,238	201,880	193,846	255,613	214,750	290,808	177,332
4 Sugar (b).....	5,397,632	4,465,006	5,123,986	4,884,832	5,097,177	5,216,569	3,682,686
Total of sugar and molasses.....	5,677,870	4,666,986	5,317,532	5,140,845	5,311,927	5,507,437	3,860,318
5 Tea.....	3,837,460	3,473,964	3,978,618	4,080,531	4,408,024	4,524,613	4,833,686
6 Spirits; rum, brandy, and Geneva.....	3,036,882	2,433,707	2,410,184	2,231,884	2,183,972	2,211,243	2,379,117
7 Wine.....	1,752,616	1,872,799	1,860,128	1,409,146	1,766,116	1,991,096	1,963,540
8 Tobacco.....	3,354,459	3,615,080	3,580,164	3,595,437	3,729,714	3,977,037	4,223,276
9 Fruits; viz., currants, figs, raisins, oranges, &c.....	414,725	410,969	512,157	465,386	569,577	509,241	508,176
10 Spices of all sorts.....	157,748	96,796	97,801	101,146	102,067	105,829	107,270
Total of the above articles.....	18,803,426	17,500,705	18,601,947	17,815,875	18,780,562	19,520,326	18,005,040
11 Timber of all sorts (b).....	1,382,879	1,691,329	1,488,531	989,215	713,430	916,606	1,046,374
Total of ditto, including timber.....	20,276,105	19,201,034	20,090,478	18,805,090	19,493,992	20,436,932	19,651,414
12 Wool,* cotton (a).....	400,980	550,622	568,450	568,450	743,502	682,923	83,894
13 — sheep and lambs* (a).....	137,423	183,257	130,250	95,213	98,797	37,856	6
Total of cotton and sheep's wool.....	538,403	733,879	698,700	663,663	842,299	720,779	83,899
Total of the above articles.....	20,814,510	19,984,913	20,789,178	19,468,753	20,336,291	21,157,711	19,734,813
14 Silk, raw, waste, and thrown (a).....	68,004	63,603	59,820	57,979	34,609	40,475	5,537
15 Flax and hemp (a).....	6,008	8,735	8,798	7,740	9,375	11,600	853
Total of silk, flax, and hemp....	64,607	72,338	68,618	65,719	43,984	51,475	6,090
Total of all the above articles.....	20,879,117	20,057,251	20,819,208	19,534,472	20,380,275	21,209,186	19,740,903
16 Quicklime (a).....	936	1,422	1,328	1,134	1,108	1,080	189
17 Harilla and bark (a).....	40,486	26,783	21,570	14,806	12,147	9,171	674
18 Saltpetre (b).....	5,491	8,367	9,665	9,084	10,125	9,321	1,456
19 Metals (b).....	33,058	29,927	35,746	33,224	78,072	98,767	63,483
20 Hides and skins (a).....	49,292	44,340	72,741	29,144	9,827	10,441	1,461
21 Tar and turpentine, common (a).....	76,143	96,290	87,904	21,803	3,832	3,333	433
22 Oil; train, sperm, palm, olive and coco-nut (a).....	26,967	80,378	84,684	54,271	66,810	68,609	54,705
23 Tallow.....	159,397	166,810	206,464	171,105	194,981	174,502	187,080
24 Opium.....	6,249	2,425	2,038	2,513	1,730	1,718	2,094
25 Dyes and dyeing stuffs (a).....	54,021	63,387	58,100	27,241	10,717	9,100	1,823
26 Animals.....	..	..	..	4,376	1,552	5,804	18,377
27 Bacon, beef, pork, and hams.....	..	..	4,379	12,174	4,761	3,803	2,863
28 Eggs.....	20,916	34,450	33,524	32,652	25,684	24,606	27,591
29 Butter.....	143,277	257,543	262,820	188,025	151,903	186,667	247,604
30 Cheese.....	71,031	118,926	130,954	99,444	91,656	117,272	141,818
31 Fish of all sorts.....	..	..	988	1,068	1,759	1,988	4,132
32 Corn; grain, meal, and flour.....	236,701	1,165,710	575,407	1,376,868	763,411	1,107,817	371,388
33 Seeds; viz., clover, rape, flax, and linseed (b).....	86,406	167,390	107,111	169,997	39,500	51,810	71,081
34 Rice.....	40,016	51,627	35,703	10,696	14,861	22,840	24,323
35 Silk manufactures.....	198,407	241,277	244,076	217,199	241,390	286,535	328,119
36 Gloves.....	24,251	28,430	26,199	27,465	28,567	28,557	33,337
37 Other articles (deducting repayments, &c.) (c).....	683,061	753,957	736,168	855,424	601,985	404,747	243,390
Totals.....	22,878,809	23,466,417	23,606,124	22,596,263	22,636,659	23,849,500	21,569,855
Deduct corn.....	230,701	1,165,710	575,407	1,376,868	763,411	1,107,817	371,388
Totals exclusive of corn.....	22,648,108	22,300,707	23,030,717	21,219,395	21,873,248	22,741,743	21,180,167
Deduct provisions and seeds, Nos. 24 to 32, except corn.....	361,645	630,341	580,816	518,482	331,676	413,790	537,989
Totals exclusive of corn and provisions.....	22,286,463	21,670,366	22,449,901	20,700,913	21,541,572	22,327,953	20,642,178

* Exclusive of tea sold by the East India Company prior to the 22nd of April, 1834, the duty on which was paid to the Excise.

† Including copper at reduced duties.

Since the reductions in 1842 the duties on all the articles marked (a) have been abolished, as well as the greater number, about 500, of those classed as "Other articles" (c). On those marked (b) the duties have been reduced. The duties on animals, bacon, beef, pork, and hams, and most of the articles marked (c) will be completely abolished; the duties on corn, grain, flour, meal, rice, reduced to low nominal duties; and the duties on butter, cheese, tallow, rice, silk manufactures, &c., will be greatly reduced by Sir Robert Peel's great free trade measure for 1846.

If we examine the foregoing table we find that, with the exception of timber, metals, tallow, articles of food, which may all be considered as raw materials, and silk and gloves, which are manufactures, the revenue derived from all, with the exception of the first eight articles, is scarcely worth the expense of collection.

The total revenues of customs, deducting articles of food, amounted in 1844, to 22,041,418*l*. Deducting the revenue from articles upon which the duties have been abolished (about 1,400,000*l*.), there remains 20,641,418*l*. Of this amount the eight articles first enumerated in the table yielded 19,520,326*l*., leaving a balance only for all other duties (except food), not abolished, of only 1,121,092*l*., and of this balance timber alone, at the reduced duties, yielded 916,606*l*. Nett balance of duties which we would propose to repeal (exclusive of timber) 204,486*l*.

If we therefore proceeded to tax commodities only upon the sound principle that, if an article should be taxed, the duty should be levied without any reference to its origin, let us examine the result as to the extent of oppression, and the inquisitorial mode of imposing and collecting the taxes.

Taking the revenue from customs and excise, for 1844, deducting the duties abolished, and corn, which it has been contended ought not to be considered an article taxed for revenue :

Customs	£21,341,743
Excise, deducting sums which we would propose transferring to stamps and taxes	12,460,062
Total	33,801,805

Now, upon the principle of taxing no article with reference to its origin—if we abolish all the articles included in the excise, with the exception of malt and distilled spirits; and all duties of customs, except the first eight in the table, we attain this object, and we render the excise infinitely less inquisitorial, and oppressive than it has ever been, since its establishment by the Long Parliament.

These abolitions accomplished, the next consideration is the amount of revenue to be received, taking the year 1844 as the basis of calculation, viz :

The first eight articles under the customs	£19,520,326
Malt and distilled spirit	10,008,752
	29,524,078
Loss of revenue, supposing no increase of consumption	4,277,727
Total	33,801,805

The year 1844, however, yielded from malt and distilled spirits less than the average revenue, which has amounted and may be safely calculated upon to yield hereafter, say	2 10,000,000
If we allowed the consumption of the eight articles of customs first enumerated to increase, even in a much less proportion than the increase of population since 1835, and look at the revenue derived from those articles at that period, and especially if we equalise the duties on sugar without reference to its origin, we consider it perfectly safe to estimate the revenues from the first-named commodities at	21,500,000
Total taxes on commodities	31,500,000

The collection of these taxes might be placed with great saving, which would at least add half a million to the revenue, under one revenue department efficiently and intelligently organised.

REVISION OF THE DIRECT TAXATION.

The next class of taxes are the direct taxes, with which we may include the income tax, viz.,

Assessed taxes	£4,385,067
Income tax	4,989,800
Total direct taxes	9 374,867

The most convenient adjustment of the present assessed taxes, would be to abolish them altogether, and substitute a direct tax upon the profits of all realised property. A revenue of from 10,000,000 to 12,000,000 might be raised by this simple and just method of direct taxation; and we are confident, from what we have observed in France, Austria, Prussia, and some other states, that its collection would in a short period be found less grievous to the inhabitants of Great Britain, than the existing vexatious and inquisitorial assessed taxes. But we are not blind to the parliamentary obstacles opposed to such an equitable tax, in substitution of the existing assessed and income taxes, and to provide for other taxes, which we propose to abolish.

One obstacle to our plan is the Land Tax Redemption Act of 1789—certainly the greatest financial blunder ever committed by a British statesman. The rottenness of one measure, of expediency, will ever be found to give birth to some other, unsound, expedient, to palliate for the time, what is only curable by a bold and sound remedy. Temporary expediences, without any certain provision for future exigencies, occasioned the financial difficulties that called forth the Bank Restriction Act. The embarrassments in which this act involved the then Chancellor of the Exchequer, made him seize upon the most available expedient: *that* was to offer up for sale the fixed revenues of Great Britain. The history of this measure, as far as it has been carried into effect, may be usefully instructive, in showing how little advantage has been gained to the treasury, not only in proportion to the amount of revenue lost, but as regards the obstacle which

the Land Tax Redemption Act has formed to a sound adjustment of the taxation of Great Britain. Had the land tax been completely, instead of partially redeemed, this difficulty in the way of financial legislation would have been greatly diminished ; but as it is, it has formed a plea for not imposing any further tax upon land. But to this we are honestly bound to demur.

Another difficulty opposed to an equitable adjustment of the assessed taxes is, the circumstance of there being no such taxes levied in Ireland. The justice, again, of this *exemption* in *one*, and of *liability* in the *other two*, of the *three united kingdoms*, would be a task requiring powers of more than ordinary ability to defend. The justice of the exemption we deny. Taking the assessed taxes of Great Britain as we now find them, and considering them not only to be inquisitorial, and grievous, in the collection, but exceedingly injurious in their operation, being detrimental to industry, and to the employment of artisans, and the labouring classes, we consider the following revision as the most equitable, which may be adopted with the least objection in practice, and with the greatest safety to the exchequer.

The nett amount of land, and other assessed taxes, for 1843, was	£4,385,067
The nett amount of unredeemed land tax	1,139,148
	<hr/>
Nett amount of assessed taxes, exclusive of land taxes	£3,245,919

All the assessed taxes we propose to abolish, except the unredeemed land tax, and for the following reasons :

First.—THE WINDOW TAX, which yielded for the year 1843 . . £1,545,281

Reasons for Abolition.—Being inquisitorial and vexatious in the assessment and collection ; injurious to the health of the population ; being objectionable as regards architecture, cleanliness, and restricting the employment in glass manufactures, of joiners who make window-frames, of glaziers and painters ; and being a tax unequal in its assessment, as large houses do not require the same number of windows, in proportion to rents, as small and middle-sized houses. In the latter respect, the window-tax is particularly injurious.

Second.—SERVANTS, yielding revenue in 1843 £200,251

Reasons.—Being a tax which limits the giving employment to servants, and by their not being employed, the occupation of others is limited, as cloth manufacturers, tailors, hatters, shoemakers, &c., for their clothing, &c. Every limitation of employment, whether of servants or others, limits industry, and increases the poor-rates.

Third.—CARRIAGES, in 1843 £428,903

Reasons.—This tax is grievous, as it limits to a most injurious extent the employment of artisans and workmen, the great proportion of the value of carriages of whatever description, and their appurtenances, being the labour and skill of coach-builders, coach-spring makers, coach-smiths, curriers,

cloth-manufacturers, coach-painters and glaziers, harness-makers, and saddlers, &c. The employment of carriages creates also employment for coachmen, servants, and horses, &c., &c.

Fourth.—Horses for riding, &c., and other horses and mules . £376,001

Reasons.—By the assessed taxes restricting the employment of horses for riding, and other horses and mules, &c., it is easy to prove that this tax does, to an immense amount, limit employment; *exercise* for health and recreation is also greatly restricted by its expense. It is especially grievous as a tax on horses by the day. Countless thousands, who cannot afford to keep horses, on account of the expense of feeding and taking care of them, would hire horses frequently by the hour or day, were it not for the high duty on each time a horse is let. It is also injurious to curriers, saddlers, harness-makers, horse-cloth makers, blacksmiths, stable-keepers, sellers of fodder and oats, grooms, &c.

Horse-dealers £10,860

Reasons.—Tax unjust. Why not tax other dealers?

Dogs £151,857

Reasons.—Chiefly that of abolishing the assessed taxes, and as the substitution to be proposed will justify the abolition of this tax. It is also inquisitorial, and an often evaded tax.

Hair Powder £ 4,212

Armorial Bearings 67,137

Reasons.—The same as those for abolishing the dog-tax.

Game Duties £127,130

Reasons.—The same as those for abolishing the taxes on dogs.

Now the amount of the direct taxes, exclusive of the income-tax, proposed to be abolished, is about 3,225,000*l*.

We believe if all the grievances and inconveniences of the assessed taxes, which we propose to abolish, and the convenience, in collection, of the taxes we propose to substitute, and the far less inquisitorial nature of rating the rents, or profits, of realised property, were but clearly understood by Members of Parliament and their constituents, that this great financial reform, which may appear, to little men, a bold measure, would be carried in the House of Commons without a division. In order to extend the direct tax upon property, we should, in equity, extend it to Ireland; and we could show that the people of Ireland would neither be treated, unjustly by such taxation upon the rents, and profits, of realised property, but that it would even be made beneficial to the improvement of that country, and to the condition of the inhabitants.

STAMP DUTIES.—This tax yields the treasury,

From Great Britain, about	£ 6,750,000
From Ireland, about	453,487
Total	<hr/> 7,203,487

The delay and restriction imposed by stamps upon trade and commerce, would justify the abolition of this tax altogether, but its amount is too important, in the existing financial condition of the United Kingdom, to permit such a measure of convenience, as well as relief, to the population. In some respects, it cannot be highly objectionable; deeds and other acts and documents of great importance, owing much of their security against fraud and forgery to the stamp, may reasonably be made to bear an expense for this security.

But knowing that the stamp-duty acts oppressively in many respects, we cannot pass it over without proposing some alterations.

The stamp-duty upon fire insurances is, annually, about double the amount charged for insuring property; this high duty, not only greatly prevents the insuring of property, but property, not insured, is frequently exposed to danger, by the firemen with their engines not exerting themselves to extinguish uninsured property, as they are directed by the companies who pay them, to take care, in the first place, to preserve the property insured.

On marine insurances, the stamp-duty is so heavy and pernicious, that a great part of the insurances which would otherwise be effected in England, are made at Antwerp, Rotterdam, Amsterdam, and Hamburg.

The stamps, therefore, on fire and marine insurances, now yielding about a million and a quarter, should be abolished.

Licensing stage-carriages and hackney-coaches appears a duty which ought to be abolished; it produces something above half a million for Great Britain.

Ireland is exempt from this duty on hackney-coaches and stage-carriages. The licence-duty on them in England is, however, not severely felt, nor very restrictive upon occupation; while it forms, to some extent, a guarantee for the faithful performance of the obligations of the proprietors of carriages and their servants.

The probate and legacy-duty yields about two millions sterling annually, for Great Britain; and for Ireland, only 66,032/.

It is a duty that may be evaded, by giving, during life, that which is bequeathed by the giver, only after his death, to the person who is to receive the legacy. The mistrust of the possessor, however, or the power that it gives him, while in life, does not often allow him to surrender his property until he is in a state unable any longer to meddle with it. So that while men continue to possess wealth, the treasury will receive a considerable revenue from the stamp-duty

on probates, and legacies. But we cannot defend the principle of making personal estate liable to, and exempting real estate from, this duty. This requires an equitable adjustment.

The duties on hawkers' and pedlars' licences, are grievous impositions upon itinerant dealers; nor do we believe that those licences are of any advantage in preventing fraud.

The stamp-duty on gold and silver plate is less objectionable than many others. It is, however, considered inquisitorial, and may not be a security as to the purity of the metals, for the stamp may very easily be forged. It yields about 100,000*l.*, of which about 2000*l.* only is paid in Ireland.

Taking, therefore, into consideration the exigencies of the treasury, we cannot well propose any diminution or abolition of the stamp duties, except upon,

Fire and marine insurances, which would leave an annual revenue from stamps of at least 1,200,000*l.*

All the stamp-duties, however, require an equitable adjustment.

THE POST-OFFICE.

We have, long before the time of the late reform in the post-office charges, been of opinion that, as the government should never possess a monopoly of trade, the post-office charges should be regulated, not with a view to revenue, but to the purposes of covering all the expenses, required to convey letters, and intelligence with security, and with rapidity.

The tax imposed upon the public, by the late post-office reform, is so very moderate, that while it still yields a considerable revenue, which we believe confidently will increase, no one can desire any alteration in the rate of postage.

Many of the recent arrangements of the government for conveying the mails have been so extremely beneficial, that great credit is due to the late and present administration. There are, however, many additional places, to which we would recommend morning mails to be despatched. This would be beneficial, and would be no expense to the post-office. The line of steam-packets established by the government contract with Mr. Cunard, for carrying the mails twice a month across the Atlantic, between Liverpool, Halifax, and Boston, has not only already more than repaid the outlay made by the government, but leaves every prospect of an increasing surplus of revenue. This fiscal consideration would be effectually secured, if such powerful steam-boats as those of the Liverpool, Halifax, and Boston line were to be despatched from Liverpool once a week during the eight spring, summer, and autumnal months, and once a fortnight during the months of November, December, January, and February.

The post-office would not only gain in revenue from this arrangement, but this frequent intercourse would form a great and rapid line of communication

between the whole of Europe and all North America, including all the countries from the Gulf of Mexico to Lake Superior. It would, in practical effect, be connecting Europe and America in common interests, by convenient, rapid communication, forming, in truth, a great Broadway of intelligence and civilisation, and, with freedom of trade, the best means of increasing the commerce and prosperity reciprocally of, and maintaining peace and good faith between, the countries most interested. Under the old packet system, between Falmouth and Halifax, by the gun-brigs, exclusive of the deplorable loss by foundering of nearly all those dangerous vessels, with all their crews and passengers, the expense to government was about 40,000*l.* annually more than the receipts of postage. By the recent line of steam-ships, a balance will, we believe, at the end of one year after the first packet steam-ship sailed from Liverpool, appear to the credit side of the Atlantic mails.

Many other arrangements for carrying the mails by steam have been made by the treasury and admiralty. Traversing the world from England to the Gulf of Mexico, and then overland, to meet other steam-ships on the west of the Isthmus of Panama, to communicate over the Pacific to New Zealand and New Holland, —meeting other lines communicating with India, the Red Sea; and by crossing over the Isthmus of Suez, meeting the British mail steam-packets for England at Alexandria, we believe to be far from an impracticable delusion. The practicable, and not unprofitable, establishment of all this is not far distant; especially when we all know, how very lately the practicability of running steam-ships across the Atlantic was questioned, doubted, and denied. The recent contracts for multiplying the steam communication with India, and by a branch line from Ceylon to China, will be found of immense advantage. The steam communication recently extended to the Levant, is also important.

There is another great consideration, one of economy, too, in the end, in regard to large, strongly built, and powerful steam-ships—that is the readiness with which mail steam-ships of great strength and power may be turned into steam-ships of war; and that they may be *de facto* considered as such on the North American, West Indian, and Mediterranean lines. Now, if this mail steam-marine were to belong to foreign countries, British capital no doubt would, we believe, be that chiefly invested in them; yet in the event of war, they would not only, not be available to England, but they would in all the likelihood of probabilities, be turned against us. This, in the change which steam power must create in naval tactics, is a most serious consideration for the British government, and for the British public.

We would, therefore, recommend that any surplus revenue from the post-office should be applied to increasing the number of mail steam-ships.

PROPERTY AND INCOME TAXES.

These never have been, nor are they likely to be, taxes agreeable to the people:—especially the tax upon incomes not derived from realised property, that is, the tax on trades and professions. But when we have, from ordinary sources, a deficient revenue, we are bound to resort to extraordinary means, and we shall always do so, in order to maintain the national honour, credit, and dignity.

If a house tax, alone, would meet the deficient expenditure, after the abolition of the unsound, and inquisitorial, taxes we have enumerated under the heads of excise, customs, taxes, and stamps, we would prefer, infinitely, to discountenance rather than to have any recourse to, an income and property tax. But it is clear that the demand upon the treasury, to meet the expenditure, will not, for some years, permit the abandonment of the property tax. The next consideration is, can we render it more equitable, and less inquisitorial? We are convinced that this can be effected.

THE Income Tax collected in the Year ending the 5th of April, 1843.

	Income.	Tax.
	£	£
ENGLAND AND WALES.		
Schedule A, lands, tenements, &c., in respect of the property thereof.....	73,728,429	2,150,412
Schedule B, lands, &c., in respect of the occupancy thereof.....	20,446,606	298,763
Schedule C, annuities, dividends, &c.....	27,873,691	812,983
Schedule D, profits or gains.....	59,296,645	1,406,085
Schedule E, public officers, &c.....	8,936,881	269,687
Total.....	181,322,302	4,989,800
SCOTLAND.		
Schedule A.....	9,281,353	394,324
Produce of tax in Scotland on all the schedules.....	....	394,324

9,284,383*l.* at 7*d.* in the pound, should produce 270,794*l.*, leaving for the remaining four schedules 123,530*l.* = 394,324*l.*, which sum, collected at the same rate as those four schedules produced in England, indicates an income of 4,680,959*l.*, showing the total income of Scotland to be 13,965,342*l.*, and of Great Britain 195,287,544*l.*, exclusive of incomes under 150*l.*

In 1801, the assessments for England, including incomes above 150 <i>l.</i> amounted to.....	74,676,884
" The income from assessments under 150 <i>l.</i> per annum, and not under 10 <i>l.</i> amounted to.....	14,105,210
Difference being incomes above 150 <i>l.</i> per annum.....	56,571,651

Now, if 56,571,654*l.* : 18,105,240*l.* :: 195,287,544*l.* : 62,499,831*l.*, and if the incomes under 150*l.*, and above 60*l.*, from all the schedules be, in 1845, in the same proportion to those above 150*l.* as in 1801 (and there is no reason that they should not), then the total income of Great Britain, in 1845, should amount to 257,787,375*l.* We consider that of this amount 200,000,000*l.* may be estimated as the rents and profits of all realised property, viz., *the rents and profits of all lands, tenements, houses, constructions, funds, stocks, and shares* : including *factories, warehouses, docks, shipyards, railways, canals, public funds, Bank of England stock,*

East India and South Sea stock, and the stock and shares of all companies whose stocks and shares are bought and sold in the market.

PRO FORMA FINANCIAL SCHEME.

Having analysed the present system of taxation, we would propose the following simplification of the taxes upon the more sound principles which we consider practicable.

PRO FORMA VIEW of equalising the ANNUAL REVENUE and EXPENDITURE, presuming that the Excise and Assessed Taxes, and the Stamps on Marine and Fire Assurances, and also the Duties of Customs (except on eight articles) should be abolished, and adding Distilled Spirits and Malt, now under the Excise, to the Customs, and Excise Licences to the Stamps : abolishing all other of the Assessed Taxes, and the whole Excise Establishment.

<i>First.</i> Assuming the total annual expenditure not to exceed	£	50,000,000
Revenue, necessary to meet this expenditure, to be raised as follows :—		
I. From <i>uniform</i> duties on (1) Tea ; (2) Sugar and Molasses ; (3) Coffee and Cocoa ; (4) Tobacco ; (5) Distilled Spirits ; (6) Wines ; (7) Dried Fruits ; (8) Spices	£21,500,000	
II. Home Distilled Spirits	£5,000,000	} 31,500,000
Malt, whether made at home, or imported from abroad	5,000,000	
III. Stamps, leaving out Marine and Fire Insurances, and including Licences now under the Excise		7,500,000
IV. Unredeemed Land Tax		1,200,000
Deficit to be provided for during the first year		9,800,000
		<hr/> £50,000,000

This deficit to be levied, not by doubling, or rather more than doubling, the present income tax, but by the less inquisitorial and more direct and equitable plan of an annual assessment, in the pound, upon the annual value of all realised property. And surely 11,000,000*l.*, including the unredeemed land tax, out of 50,000,000*l.* of total taxation, forms but a small proportion of the total sum to be levied directly. But if we may form an estimate, founded on the experience of the past, the ordinary sources of revenue would annually increase ; and the amount of direct taxation would be proportionably diminished, at least so long as peace shall continue. Finally, the direct taxation necessary would, we believe, not embrace more than the unredeemed land tax and a house tax, equal to the present window and other assessed taxes proposed to be abolished.

We could also show that the customs, including the security and collection of the duties on malt and spirits, now under the excise, might be conducted at less expense than at present ; and that, at all events, an amount of expense equal to that of the whole present excise establishment might be saved to the country.

We could also equitably modify the stamp duties, so as to produce a much greater revenue. The interest on exchequer-bills might also be saved, as in

Prussia, by the exchequer-bill office issuing paper, not bearing interest, but being at all times a legal tender, as much so as Bank of England notes are now.

In our *pro forma* view of fiscal reform, we have stated the deficit to be provided for during the first year at 9,800,000*l.*, or nearly five per cent on the annual rents and profits of all realised property. As we object to the present assessed taxes, and especially to the window tax, which ought to have been repealed simultaneously with the excise upon glass, we do not see how we can diminish the amount of our proposed property tax: except,

1. By substituting an additional tax on houses, in lieu of the *window tax*. But this substitution, though very far less objectionable than the window tax, would, if we are to have a property tax at all, be, however, a tax on houses greater than on other property.

2. By continuing other, though objectionable, duties. Timber is a raw material which, next to the essential food of man, ought to be admitted free from duty. But if the wisdom of Parliament will continue the timber duties, why not adjust these duties upon pure fiscal principles? The duties on foreign and colonial timber have yielded a revenue of 1,691,329*l.* In 1844, by reducing the duties on colonial timber to 1*s.* per load, which scarcely pays the expense of collection, the revenue from timber of all kinds, including deals, amounted to less than 1,000,000*l.* If we should persevere in continuing the timber duties, we should modify them to about the following proportions, viz.: a duty of 5*s.* per load on white pine timber from the colonies, and of 15*s.* upon the more valuable fir timber of the north of Europe; and upon deals, &c., in proportion. We take these two duties fiscally, but not on any other principle. By these low scales, with a proportionate higher duty on deals as a semi-manufactured article, we might levy one million annually of revenue from timber. Exclusive of revenue from corn, the duty on other articles yielding any revenue, and that are not to be abolished, are from copper ore, about 65,000*l.*, from tallow about 175,000*l.* Neither of the duties for revenue from these should be continued. The revenues from duties on corn, butter, and cheese, should all be abolished.

Therefore, we might save and realise, an additional revenue, as follows, viz.:

	£
1. <i>Save.</i> Interest on exchequer-bills due	500,000
2. <i>Realise.</i> From timber	1,000,000
From equalisation of sugar duties, a further sum of	1,000,000
	<hr/>
	£2,500,000

This modification of our fixed scheme would reduce the property tax from 9,800,000*l.* to somewhat under 7,000,000*l.*, or to scarcely three-and-a-half per cent on all realised property without distinction.

The following table exhibits how our exports have increased to those countries upon the products and manufactures of which we have removed prohibitions, equalised differential duties, and reduced other duties. This appears especially with reference to our exports to France, the government of which has made no

relaxation in favour of British produce or manufactures; while the British government have equalised the duties on French and other foreign wines, and reduced the duties on French silks, bronzes, clocks, watches, and all works of Parisian industry.

An Account of the declared Value of British and Irish Produce and Manufactures exported from the United Kingdom, specifying the various Countries to which the same were exported, in each Year from 1830 to 1844.

COUNTRIES.	1830.	1831	183	1833	1834	1835	1836
	£	£	£	£	£	£	£
Russia.....	1,488,538	1,191,505	1,587,250	1,531,002	1,382,000	1,752,775	1,742,433
Sweden.....	40,484	57,127	61,932	59,510	63,094	105,166	113,208
Norway.....	63,926	58,580	34,528	55,038	61,988	72,378	78,469
Denmark.....	118,813	92,204	93,496	99,551	94,504	107,879	91,302
Prussia.....	177,923	192,810	258,556	144,179	135,423	186,273	160,723
Germany.....	4,463,605	3,612,952	5,068,507	4,355,548	4,547,100	4,502,966	4,403,729
Holland.....				2,181,893	2,470,207	2,648,402	2,509,622
Belgium.....	2,022,488	2,082,536	2,789,398	886,129	750,059	818,487	880,278
France.....	475,884	602,688	671,791	848,333	1,116,885	1,453,636	1,591,381
Portugal, prop r.....	1,106,695	973,591	540,792	967,091	1,600,123	1,554,826	1,088,521
— Azores.....	23,670	41,638	77,220	54,430	63,275	49,717	53,574
— Madeira.....	38,444	38,900	28,038	33,411	38,455	40,082	52,168
Spain and the Balearic Islands.....	007,068	567,818	442,026	442,837	325,007	405,005	437,076
— Canaries.....	42,640	33,282	21,053	30,567	30,686	24,308	40,870
Gibraltar.....	292,760	307,285	401,170	385,460	460,719	602,580	750,411
Italy and the Italian Islands.....	3,251,379	2,490,376	2,361,772	2,316,260	3,282,777	2,426,171	2,921,466
Malta.....	189,135	134,519	96,94	135,478	242,096	136,925	143,015
Ionian Islands.....	56,963	55,883	55,725	38,915	91,478	107,804	109,123
Turkey and Continental Greece.....	1,139,616	888,654	915,319	1,019,604	1,207,941	1,331,669	1,775,034
Morocco and Greek Islands.....	9,694	10,446	10,140	25,914	37,179	28,844	12,003
Syria and Palestine.....	..	..	..	..	..	..	33,650
Egypt, (ports on the Mediterranean).....	110,227	122,832	113,109	145,617	158,877	269,225	216,080
Tripoli, Barbary, and Morocco.....	1,138	426	751	2,350	14,823	29,040	29,322
Western coast of Africa.....	252,123	234,764	290,061	329,210	326,183	292,640	467,186
Cape of Good Hope.....	330,036	257,245	292,405	346,197	304,382	326,921	482,315
African ports on the Red Sea.....							
Ascension Island.....							
Cape Verde Islands.....	1,710	215	..	146	530	575	418
St. Helena.....	38,915	39,431	21,236	507,41	31,615	31,187	11,041
Isle of Bourbon.....	10,041	..	..	..	7,091	..	..
Mauritius.....	101,020	148,475	163,191	83,421	149,319	196,759	260,855
Arabia.....	..	..	..	..	260	6,019	16,858
East India Company's territories and Ceylon.....	3,895,530	3,377,412	3,514,779	3,495,301	2,578,562	3,192,692	4,285,830
China.....					842,852	1,074,708	1,326,388
Sumatra, Java, and other Islands of the Indian sea.....	162,102	285,290	156,606	471,712	410,273	353,892	284,852
Philippine Islands.....	71,220	39,513	102,284	185,298	76,518	129,743	51,778
New South Wales, Van Diemen's Land, and Swan River.....	314,077	398,471	460,338	558,372	716,014	696,345	835,637
New Zealand, and South Sea Islands.....	1,396	4,752	1,576	936	..	2,687	..
Ports of Sum.....	10,467	..	..	..	19,743	..	..
British North American colonies.....	1,857,133	2,080,327	2,075,725	2,092,550	1,671,069	2,158,188	2,788,291
— West Indies.....	2,838,448	2,581,949	2,430,408	2,597,589	2,680,024	3,187,540	3,788,453
Havil.....	321,793	376,103	543,104	881,528	357,297	365,798	251,658
Cuba and other foreign West Indies.....	618,019	663,531	633,700	577,228	913,003	787,043	987,132
United States of America.....	6,132,446	9,053,583	5,468,272	7,879,689	6,844,988	10,508,465	12,425,005
Mexico.....	978,441	728,958	149,821	421,487	459,610	402,920	254,832
Texas.....	..	..	..	3,700	30,366	15,214	764
Guatemala.....	..	..	..	131,826	199,996	132,242	185,173
Colombia.....	216,751	248,250	253,568	2,675,680	2,680,679	2,630,767	2,680,383
Brazil.....	2,432,103	1,238,371	2,144,903	..	..	..	..
States of the Rio de la Plata.....	632,172	339,870	660,158	518,302	831,564	658,535	697,334
Chil.....	540,626	651,817	708,193	816,817	896,221	606,176	851,000
Falkland Islands.....	368,461	409,063	375,610	387,324	295,235	441,334	606,332
Isles of Guernsey, Jersey, Alderney, and Man.....	344,036	324,624	317,496	335,234	360,665	251,612	316,999
Total.....	38,371,597	37,104,372	36,450,894	39,607,347	41,649,191	4,778,370	55,288,578

(continued)

An Account of the Declared Value of British and Irish Produce and Manufactures Exported from the United Kingdom, &c.—continued.

COUNTRIES.	1837	1838	1839	1840	1841	1842	1843	1844
Russia.....	2,046,592	1,663,943	1,776,426	1,602,742	1,607,173	1,885,953	1,893,519	2,128,936
Sweden.....	101,121	102,647	121,850	119,425	197,813	199,313	131,302	168,473
Norway.....	72,413	77,485	81,584	76,016	117,938	134,704	151,377	152,824
Denmark.....	103,448	181,404	143,732	201,461	191,481	194,304	280,176	280,679
Prussia.....	131,536	155,223	206,866	210,345	363,821	376,651	483,004	305,354
Germany.....	4,898,016	4,988,900	5,215,155	5,406,499	5,634,033	6,202,700	6,168,938	6,151,528
Holland.....	3,040,029	3,546,129	3,563,792	3,416,190	3,610,877	3,573,362	3,564,720	3,131,970
Belgium.....	804,917	1,065,010	881,831	880,280	1,006,040	1,090,490	984,650	1,471,351
France.....	1,643,204	2,314,141	2,298,307	2,378,149	2,902,000	3,103,939	2,534,898	2,586,289
Portugal, Proper.....	1,079,813	1,163,395	1,135,026	1,110,244	1,038,212	947,855	1,092,134	1,158,847
— Azores.....	50,405	36,385	47,663	44,743	39,280	39,862	43,802	56,839
— Madeira.....	46,044	34,947	33,493	33,157	24,608	25,047	36,969	31,736
Spain and the Balearic Islands.....	286,630	243,839	262,231	404,252	413,489	322,614	376,013	509,297
— Canaries.....	41,004	47,693	47,710	45,872	49,738	54,554	41,734	46,321
Gibraltar.....	906,155	894,696	1,170,702	1,111,176	1,054,367	937,719	1,176,737	1,019,567
Italy and the Italian Islands.....	2,406,000	3,076,231	2,079,010	2,686,338	2,578,697	2,494,197	2,960,965	2,569,340
Malta.....	103,880	226,040	125,338	106,545	223,734	249,304	224,546	306,609
Ionian Islands.....	124,465	96,190	64,010	89,204	119,523	83,000	127,598	123,928
Turkey and Continental Greece.....	1,162,426	1,767,110	1,178,712	1,138,559	1,220,261	1,472,288	30,052	28,901
Morea and Greek Islands.....	15,431	26,887	23,122	25,827	34,694	17,535	602,131	577,828
Syria and Palestine.....	..	188,440	251,509	223,030	427,093	376,551	1,699,725	2,291,404
Egypt (Ports on the Mediterranean).....	220,080	242,505	123,859	79,063	238,486	241,003	246,565	402,101
Tripoli, Barbary, and Morocco.....	54,007	74,013	74,073	63,904	44,126	41,952	83,494	17,740
Western Coast of Africa.....	312,938	478,354	468,370	492,128	410,798	439,685	590,600	458,414
Cape of Good Hope.....	488,814	623,323	464,130	417,091	384,574	369,076	502,577	424,151
Eastern Africa.....	..	11,765	196	..	..	262	40	2,277
Ascension Island.....	..	1,075	333	..	531	1,145	4,976	2,204
Cape Verd Islands.....	751	1,392	189	4,517	2,885	1,486	1,577	1,987
St. Helena.....	9,646	13,900	12,668	9,884	7,921	17,530	26,839	21,006
Isle of Bourbon.....	3,705	..	..	..	..	..	..	..
Mauritius.....	319,488	407,342	211,721	325,812	340,140	224,922	254,014	285,680
Arabia.....	787	167	3,680	2,115	2,952	5,082	8,924	11,099
East India Company's Territories and Ceylon.....	3,612,975	3,976,196	4,748,607	6,023,102	5,595,000	5,169,888	6,474,519	7,693,066
China.....	678,475	1,204,305	851,969	524,108	562,570	909,381	1,466,180	2,305,017
Sumatra, Java, and other Islands of the Indian Seas.....	313,791	505,362	292,731	319,521	285,514	306,132	218,615	376,918
Philippine Islands.....	33,808	31,780	43,443	325,463	84,419	47,019	152,096	92,517
New South Wales, Van Diemen's Land, and Swan River.....	921,568	1,336,662	1,670,390	2,004,385	1,269,351	916,104	1,211,815	744,463
New Zealand and South Sea Islands.....	..	1,095	23,459	47,240	67,300	42,893	95,247	47,512
Ports of Siam.....	..	..	..	..	..	..	..	..
British North American Colonies.....	2,141,035	1,992,457	3,047,671	2,847,913	2,947,061	2,332,525	1,751,211	3,083,477
— West Indies.....	3,456,745	3,393,441	3,086,598	2,574,970	2,504,004	2,591,425	2,882,441	2,451,377
Hayti.....	171,050	290,139	392,703	251,979	169,142	141,896	99,209	174,437
Cuba and other Foreign West Indies.....	891,713	1,025,392	891,826	803,520	895,441	711,938	873,797	909,474
United States of America.....	4,095,225	7,585,760	8,830,204	5,283,020	7,098,642	3,528,807	5,013,514	7,938,079
Mexico.....	520,200	439,776	600,170	465,330	434,301	374,969	597,937	494,095
Texas.....	..	..	..	..	6,707	6,574	5,430	3,908
Guatemala.....	78	..	627	2,373	21,265	..	5,103	..
Colombia.....	170,451	174,338	267,112	350,743	158,972	231,711	378,521	264,688
Brazil.....	1,824,082	2,006,604	2,050,713	2,625,833	2,556,554	1,750,805	2,140,133	2,413,538
States of the Rio de la Plata.....	696,104	680,315	710,524	614,047	989,362	969,791	700,416	784,864
Chili.....	625,545	413,047	1,103,073	1,334,873	438,089	950,466	938,959	807,633
Peru.....	476,374	412,195	635,058	799,991	536,046	684,313	669,961	658,380
Falkland Islands.....	..	..	..	..	143	884	833	98
Isles of Guernsey, Jersey, Alderney, and Man.....	330,017	343,984	340,444	357,214	350,407	364,350	385,367	389,760
Total.....	42,070,744	50,060,970	53,223,580	51,406,480	51,634,623	47,381,023	52,279,709	58,564,292

CONCLUSION.

The foregoing proposed reforms in the financial legislation of the United Kingdom are bold. Yet, we consider them not only equitable but practicable. The tendency of public opinion is, yearly, increasing in their favour; and, considering the financial reforms made during the last few years, it will be impossible to impede the progress of equitably reforming our financial and commercial legislation.

In accordance, therefore, with the principles which we have laid down, that country which possesses average advantages from nature, and whose population possesses the greatest industry, ingenuity, and intelligence, will, if unfettered from *legislative restriction upon labour, industry, agriculture, manufactures, navigation, and trade*, become, in proportion to its extent, resources, and advantages, the most flourishing country in the world; or, at least as prosperous as any other country, with equal natural, and moral advantages, and legislating upon equally liberal principles.

We believe that the United Kingdom possesses all the requisite advantages to become that, more happy country, which nothing but false legislation prevents; *viz., far more independent, prosperous, and far more rich and powerful; and, with the whole population far less poor, far better employed, more fairly paid for their labour, better sheltered, clad, and fed, and more independent than that, at the present time, of any other country in the world.*

The agriculture, the manufactures, the shipping, the foreign and colonial trade, and the power of the United Kingdom might, in their present stage, be viewed as only in their infancy, instead of being considered as having, before now, attained manhood, if those sound principles of fiscal, and commercial legislation, which we have attempted to elucidate, but which are not new, were boldly taken up, in order to be carried by the Imperial Parliament.

II. COMMERCIAL LEGISLATURE OF AMERICA.

If England has made great advances, towards an equitable, and liberal system of commercial legislation, the Free and United States of America have actually retrograded from a system fiscally, and commercially, unsound in its origin, into the most wretched, and unenlightened schemes of customs duties: framed on the fallacious basis of protecting manufactures.

The numerous customs tariffs of the United States, would be discreditable to the most ignorant, and barbarous government; and, when we consider the intelligence of the citizens, and the condition of the country, when Congress first passed laws to impose duties on the importation of foreign commodities, we can only account for the blunders committed, by an hereditary attachment to the bad example of the mother country.

If any country was ever placed, by favourable circumstances, to legislate wisely, on sound commercial, and fiscal principles, that country was, and is, the United States of America.

In comparing the constitution, agreed to by this great republic, with that of the governments of other nations, we must remember, that when the Anglo-American colonies declared their independence, their moral and physical condition was very different from that of all republics, that had previously existed. The people were generally intelligent, and thoughtful; their habits frugal and

industrious; and, unlike the Europeans of South America, their ideas were free from religious intolerance, and from the thralldom, of ecclesiastical tyranny.

The abilities of the men, who directed their councils, were more solid than brilliant; practical rather than experimental. They adopted the constitution and laws of the then most free government in the world, as the groundwork of theirs; making a royal hereditary chief magistrate, a titled privileged nobility, and a national church establishment, the chief exceptions.

The vast regions of their territory comprehended soils yielding every production under heaven. They were watered by numerous navigable rivers, and streams; they abounded in useful woods and minerals. The sea-coast was indented with harbours; and the shores, rivers, and seas afforded plentiful fisheries. All these secured to them every natural advantage.

Their language and education enabled the people to enjoy all the benefits of English knowledge and literature, without the labour or expense of translation, or paying for copyrights. They had also the earliest advantage of discoveries in the arts and sciences, without the cost of purchasing the rights of patents.

With the good fortune, also, of being governed, at that solemn period of their history, by honest men, they had the experience of all ages and countries to aid their judgment.

Possessing, therefore, such extraordinary advantages, the Anglo-Americans were placed in a condition to avoid the blunders committed by nations, the governments and laws of which, growing up from their birth in the feudal ages, during centuries of bigotry, intolerance, tyranny, and ignorance, down to periods of liberality and intelligence, were consequently incompatible with equal justice, personal liberty, and sound principles.

But with all these lights and advantages to guide them, and having a free course before them, erroneous views of commercial legislation arose out of the very principles of independence, which they declared. Men of moderate ambition and frugal habits, like Washington and many others, entertained, with no doubt pure intentions, the idea, that in order to be perfectly independent, they must produce at home, every thing required for food, raiment, shelter, convenience, and luxury. This fallacious principle has hitherto prevailed, but we believe cannot be very long continued.

"As early as August 14th, 1774, a convention was held in Virginia, and resolutions were passed, signed by George Washington, Thomas Jefferson, and other statesmen, as follows:

"We do hereby resolve and declare that we will not, either directly or indirectly, import from Great Britain any goods, wares, or merchandises, nor any of her manufactures. We will turn our attention from the cultivation of tobacco to the cultivation of such articles as may form a basis for domestic manufactures, which we will endeavour to encourage throughout this colony to the utmost of our abilities."

This declaration, it must be remembered, was directed against England in order to diminish her manufactures and trade, and consequently her means of

coercing the colonies, far more, than for protection to home manufactures. For there was no prohibition of goods from Saxony, France, or other countries, which could send manufactures to America.

It is also a remarkable fact, that when a virtuous and, in other respects, a great man, like Washington, delivers a fallacious, and, at the same time, a specious opinion, such a blunder will be a thousand times more pernicious, than if pronounced by a profligate in power.

General Washington, in his message, in 1789, recommended to Congress the encouragement of manufactures, in the following words:—

“ Congress have repeatedly, and not without success, directed their attention to the encouragement of manufactures. The object is of too much consequence not to insure a continuance of their efforts, in every way that shall appear eligible. Ought our country to remain dependent on foreign supply, precarious because liable to be interrupted? If the necessary article should, in this mode, cost more in time of peace, will not the security and independence thence arising form an ample compensation?”

We do not, however, find Washington recommending high protecting duties or prohibition. We would argue the contrary from the following maxims, in his parting address, on retiring from public life.

“ Observe good faith,” says he, “ and justice towards all nations; cultivate peace and harmony with all. Religion and morality enjoin this conduct; and can it be that good policy does not equally enjoin it? It will be worthy of a free, enlightened, and (at no distant period) a great nation, to give to mankind the magnanimous and novel example of a people always guided by an exalted justice and benevolence.

“ In the execution of such a plan, nothing is more essential than that permanent, inveterate antipathies against particular nations, and passionate attachments for others, should be excluded, and, that in the place of them, just and amicable feelings towards all should be cultivated.

“ The great rule of conduct for us in regard to foreign nations, is extending our commercial relations, and to have with them as little political connexion as possible. So far as we have already formed engagements, let them be fulfilled with perfect good faith. Here let us stop.

“ It is our true policy to steer clear of permanent alliances, with any portion of the foreign world; so far, I mean, as we are now at liberty to do it; for let me not be understood as capable of patronising infidelity to existing engagements. I hold the maxim no less applicable to public than to private affairs, that honesty is the best policy. I repeat it, therefore, let those engagements be observed in their genuine sense. But, in my opinion, it is unnecessary, and would be unwise to extend them.

“ Harmony, and a liberal intercourse with all nations, are recommended by policy, humanity, and interest. But even our commercial policy should hold an equal and impartial hand; neither seeking nor granting exclusive favours, or preferences; consulting the natural course of things; diffusing and diversifying, by gentle means, the streams of commerce, but forcing nothing; establishing with the powers so disposed, in order to give trade a stable course, to define the rights of merchants, and to enable the government to support them, conventional rules of intercourse—the best that present circumstances and mutual opinion will permit; but temporary, and liable to be, from time to time, abandoned, or varied, as experience and circumstances shall dictate; constantly keeping in view, that it is folly in one nation to look for disinterested favours from another; that it must pay with a portion of its independence for whatever it may accept under that character; that by such acceptance, it may place itself in the condition of having given equivalents for nominal favours, and yet of being reproached with ingratitude for not giving more. There can be no greater error than to expect or

calculate upon real favours from nation to nation. It is an illusion which experience must cure, which a just pride ought to discard."

President Jackson, in his message as late as the 4th of December, 1838, on alluding to the prosperous trade of the country, and to the relations of America with foreign courts—observes

"This desirable state of things may be mainly ascribed to our *undeviating practice of the rule which has long guided our national policy,—'to require no exclusive privileges and to grant none.'*

"Nor have we less reason to felicitate ourselves on the position of our political than of our commercial concerns. They remain in a state of prosperity and peace—the effect of a wise attention to the parting advice of the revered father of his country (Washington) on this subject, condensed into a maxim for the use of posterity by one of his most distinguished successors—'*to cultivate free commerce and honest friendship with all nations, and to make entangling alliances with none.*'"

The first act for raising a revenue by impost and protecting manufactures was passed July 4, 1789, and advocated by James Madison and others, headed—

"Whereas it is necessary for the support of the government, for the discharge of the debts of the United States, and *the encouragement and protection of manufactures*, that duties be laid on goods, wares, and merchandise imported."

Mr. Jefferson, who is generally called the father of democracy in America, says, in his message, December, 1802 :—

"To cultivate peace and maintain commerce and navigation in all their lawful enterprises, and *to protect the manufactures adapted to our circumstances, are the landmarks by which to guide ourselves in all our proceedings.*"

And, in a letter dated January 9, 1816, says :—

"*We have experienced, what we did not before believe, that there exists both profligacy and power enough to exclude us from the field of interchange with other nations; that to be independent for the comforts of life, we must fabricate them for ourselves! We must now place the manufacturer by the side of agriculturist.* The grand inquiry now is, shall we make our own comforts or go without them at the will of a foreign power? He, therefore, who is against domestic manufactures, must be for reducing us either to a dependence on that nation, or be clothed in skins, and live like wild beasts in dens and caverns. I am proud to say I am not one of these. *Experience has taught me that manufactures are now as necessary to our independence as to our comfort; and if those who quote me as of a different opinion, will keep pace with me in purchasing nothing foreign*, when an equivalent of domestic fabric can be obtained, without regard to difference of price, it will not be our fault if we do not have a supply at home equal to our demand, and wrest that weapon of distress from the hand which has so long wantonly wielded it."

The specious and fallacious opinions of Messrs. Jefferson and Madison, and those afterwards of Mr. Alexander Hamilton prevailed. Yet Franklin and many others delivered sound maxims on commercial legislation.*

* Those who advocate restrictions on foreign trade, and those who are opposed to such restrictions, may, or at least ought to, derive instruction from the sound and clear opinions of Benjamin Franklin, the most practical statesman and financier ever born in the United States.

"If," he observes, "the importation of foreign luxuries could ruin a people, we should, probably, have been ruined long ago; for the British nation claimed a right and practised it, of importing among us, not only the superfluities of their own production, but those of every nation under heaven; we bought and consumed them, and yet we flourished and grew rich. At present our independent governments may do what we could not then do, discourage by heavy duties, or prevent by heavy prohibitions, such importations, and thereby grow richer; if indeed, which

The sound maxims of Franklin and others were unrespected: but we have little hesitation in saying, that the fallacious commercial system of the United States, would not have been maintained, were it not for the example, as well as the conduct, of England towards America, after the acknowledgment, by the former, of the independence of the latter.

If the governments of England and America had been wise, when, and after, the crown of England had acknowledged the independence of the United States, they might have established, between both countries, as valuable, and important a commercial system, based altogether upon liberal principles and mutual interests, instead of upon jealous prejudices—as could have been maintained, if the regions now forming the United States, and the people constituting the citizens, had continued, as provinces, and as subjects of the sovereign of England.

Under a liberal commercial system, Great Britain might have enjoyed every possible trading advantage with the United States, which could have been desirable, or at least just, to possess, if they had continued under British domination. All these peaceable, and profitable, advantages might, assuredly, have been

may admit of dispute, the desire of adorning ourselves with fine clothes, possessing fine furniture, with elegant houses, &c., is not, by strongly inciting to labour and industry, the occasion of producing a greater value than is consumed in the gratification of that desire.

"The agriculture and fisheries of the United States are the great sources of our increasing wealth. He that puts a seed into the earth is recompensed, perhaps, by receiving forty out of it, and he who draws a fish out of our water, draws up a piece of silver.

"Let us (and there is no doubt but we shall) be attentive to these, and then the power of rivals, with all their restraining and prohibiting acts, cannot much hurt us. We are sons of the earth and seas, and like Antæus in the fable, if in wrestling with a Hercules we now and then receive a fall, the touch of our parents will communicate to us fresh strength and vigour to renew the contest.

"Several of the princes of Europe, having of late, from an opinion of advantage to arise by producing all commodities and manufactures within their own dominions, so as to diminish or render useless their importations, have endeavoured to entice workmen from other countries by high salaries, privileges, &c. Many persons pretending to be skilled in various great manufactures, imagining that America must be in want of them, and that the Congress would probably be disposed to imitate the princes above-mentioned, have proposed to go over on condition of having their passages paid, lands given, salaries appointed, exclusive privileges for terms of years, &c.

"Such persons, on reading the articles of confederation, will find that the Congress have no power committed to them, or money put into their hands, for such purposes; and that if any such encouragement is given, it must be by the government of some separate state. This, however, has rarely been done in America; and when it has been done, it has rarely succeeded so as to establish a manufacture, which the country was not yet so ripe for as to encourage private persons to set up; labour being generally too dear, and hands difficult to be kept together, every one desiring to be a master, and the cheapness of land inclining many to leave trade for agriculture. Some indeed have met with success, and are carried on to advantage; but they are generally such as required only a few hands, or wherein great part of the work is performed by machines. Goods that are bulky, and of so small a value as not well to bear the expense of freight, may often be made cheaper in the country than they can be imported; and the manufacture of such goods will be profitable wherever there is a sufficient demand.

"The farmers in America, indeed, produce a good deal of wool and flax, and none is exported—it is all worked up; but it is in the way of domestic manufacture, for the use of the family. The buying up quantities of wool and flax with the design to employ spinners, weavers, &c., and form great establishments, producing quantities of linen and woollen goods for sale, has been several times attempted in different provinces; but those projects have generally failed, goods of equal value being imported cheaper. And when the governments have been solicited to support such schemes by encouragements, in money, or by imposing duties on importation of such goods, it has been generally refused on this principle,—that if the country is ripe for the manufacture, it may

secured, without the unavoidable expense of governing, restricting, or overawing them.

The trade, and navigation, of the United States might have, in like manner, derived every commercial, and maritime, advantage that could have been, upon the most liberal understanding, obtained from the mother country, without being subjected to the, possible, incapacity of a colonial office ; to the maladministration of colonial governors, to the interference of a British parliament, or to the obstinate exercise of the sovereign prerogative. We lament that there ever should have been causes to warrant separation ; and we grieve that, when that separation was effected, the family relations between both countries were not established upon more just principles, and more kindly feelings. Unfortunately, wisdom did not pervade the councils of either England or America, upon the subject of international trade—during so favourable an opportunity, as the peace of 1783, for establishing the foundation of a commercial system, between England and America, which must have attained an unexampled magnitude :—a trade, and navigation, which would have formed durable bonds of friendship, and of peace,—which the reciprocal interests of the people of the one, and of the other, country, would render too powerful for any government to violate.

In justice to Mr. Pitt, we must absolve him from any share of illiberality in regard to such a commercial intercourse with the United States.

be carried on by private persons to advantage ; and if not it is folly to think of forcing nature. Great establishments of manufacture require great numbers of poor to do the work for small wages ; those poor are to be found in Europe, but will not be found in America till the lauds are all taken up and cultivated, and the excess of people who cannot get land want employment.

"MAXIMS.—1. All food, or subsistence for mankind, arises from the earth or waters.

"2. Necessaries of life that are not food, and all other conveniences, have their value estimated in the proportion of food consumed while we are employed in procuring them.

"3. Fair commerce is where equal values are exchanged for equal, the expense of transport included. Thus if it cost A in England as much labour and charge to raise a bushel of wheat as it costs B in France to produce four gallons of wine, then are four gallons of wine the fair exchange for a bushel of wheat ; A and B meeting at half distance with their commodities to make the exchange. The advantage of this fair commerce is, that each party increases the number of his enjoyments, having, instead of wheat alone, or wine alone, the use of both wheat and wine.

"OF AN OPEN TRADE —Perhaps in general it would be better if government meddled no further with trade than to protect it, and let it take its course. Most of the statute or acts, edicts, or arrests, and placards of parliaments, princes, and states, for regulating, directing, and restraining of trade, have, we think, been either political blunders or jobs obtained by artful men for private advantage under the pretence of public good. When Colbert assembled some of the wise old merchants of France, and desired their advice and opinion how he could best serve and promote commerce, their answer, after consultation, was in three words only—'*Laissez nous faire* ;'—'Let us alone.' It is said by a very solid writer of the same nation, that he is well advanced in the science of politics who knows the full force of that maxim, '*Pas trop gouverner*,'—'not to govern too much ;' which perhaps, would be of more use when applied to trade than in any other public concern. It were therefore to be wished that commerce were as free between all the nations of the world as it is between the several counties of England ; so would all, by mutual communications, obtain more enjoyments. Those counties do not ruin each other by trade, neither would the nations. No nation was ever ruined by trade, even seemingly the most disadvantageous.

"Wherever desirable superfluities are imported, industry is excited, and thereby plenty is produced. Were only necessities permitted to be purchased, men would work no more than was necessary for that purpose."—*Franklin's Essays*.

In March, 1783, he brought into Parliament a bill for the temporary regulation of this intercourse.

By this bill vessels belonging to citizens of the United States were to be admitted into the ports of the West India islands, with goods, or merchandise of American growth or produce; and they were to be permitted to export to the United States any merchandise or goods whatever; subject only to the same duties and charges as if they had been the property of British natural born subjects, and had been exported and imported in British vessels.

Violent opposition was made to this bill by the British shipping interest, headed by Lord Sheffield; and the Pitt administration being soon after dissolved, the bill itself was laid aside; and the power of regulating the commercial intercourse between the two countries was, by the succeeding administration, lodged with the king and council. By orders in council soon after issued, "American vessels were entirely excluded from the British West Indies; and some of the staple productions of the United States, particularly fish, beef, pork, butter, lard, &c., were not permitted to be carried there, even in British bottoms."

But we must admit, that if there were an absence of wisdom, in respect to commercial policy, in the general, as well as in each state government, there was manifested in the policy of England a far more lamentable spirit. When Mr. Adams, the United States minister at the court of St. James's, proposed, in 1785, to place the navigation and trade between all the dominions of the crown of England and all the territories of the United States of America, upon a basis of perfect, and liberal, reciprocity, this generous proposal was not only positively rejected, but he was given to understand that no other would be entertained.*

* The British government refused to accede to this or any other commercial treaty. Mr. Adams, in his letter to the American Secretary of Foreign Affairs (Mr. Jay), dated London, the 21st of October, 1785, referring to this subject, says—"This being the state of things, you may depend upon it the commerce of America will have no relief, at present, nor, in my opinion, ever, until the United States shall have generally passed navigation acts. If this measure is not adopted, we shall be derided; and the more we suffer, the more will our calamities be laughed at. My most earnest exhortations to the states, then, are, and ought to be, to lose no time in passing such acts."

Some of the states passed acts of the character recommended by Mr. Adams; but the others not concurring, they were unavailing, and were repealed.

This was one of the principal causes of the adoption of the present constitution. The acts passed by the first Congress that met under the new form of government, imposing the discriminating tonnage, and other duties, did not escape the particular notice of British statesmen. Their injurious effects, upon the navigating interest of Great Britain, were at once perceived by them. They saw that American commerce was no longer at the mercy of thirteen distinct legislative bodies, nor subject to the control of the king and council. As early as the 30th of September, 1789, therefore, the acts imposing those duties were referred to the lords of the committee of the board of trade.

The same committee was afterwards instructed to consider and report, "what were the proposals of a commercial nature it would be proper to be made by their government to the United States."

In January, 1791, this committee made a report, not only upon the subject of the American duties, but also upon the general subject of the commercial relations between the two countries. This report was drawn up by Lord Liverpool; and on the subject of a commercial treaty, spe-

Instead of acting wisely, and scorning an offer which would have been so beneficial to the empire, it was, by strong sovereign will, decreed, that the full measure of stringency, provided for in the Navigation Act, should be extended to the ships, the trade, and the citizens of the United States.

In consequence of this wretched policy, on the part of the then sovereign and ministers of England, the government and Congress of the United States, on the adoption of the constitution, passed also a Navigation act, which, as regards British trade and shipping, contained the same provisions as the navigation law of England.

In 1789 a tariff of duties on foreign goods was imposed, upon the principle of creating, maintaining, and protecting domestic manufactures.

As a revenue tariff, this tariff was based on an utter disregard of fixed principles. It may be said to have been continued until 1816—meantime, what was the conduct of the government?

Foreign countries always complained of the British navigation laws; but during the war the circumstances detailed, in the first part of this article, rendered any countervailing legislation, on the part of European nations, of little injury to British trade or shipping. This circumstance did not, however, apply to the maritime and commercial relations between the British empire and the United States of America. These considerations, led finally to the adoption of the reciprocity system, which was first argued, and advocated, as well as the system of countervailing and protective duties, by the celebrated Alexander Hamilton.

In the American navigation laws, countervailing duties were imposed, upon all foreign vessels trading to the United States, of half a dollar per ton duty beyond what should at any time be paid by American ships (the duty was soon after doubled); and, further, that goods imported in foreign vessels should pay a duty of ten per cent over and above, what was payable on the same description of goods when imported in American vessels.

These countervailing duties were directed against the navigation of Great Britain, and grounded on the same principles as the British navigation laws. Various

cially in reference to *navigation*, it states—"After full consideration of all that has been offered on the subject of navigation, the committee think that there is but one proposition, which it would be advisable for the ministers of Great Britain to make, on this head, to the government of the United States, in a negotiation for a commercial treaty between the two countries, viz.: that British ships, trading to the ports of the United States, should be there treated, with respect to the duties on tonnage and imports, in like manner, as the ships of the United States shall be treated in the ports of Great Britain."

The committee add, however—"If Congress should propose (as they certainly will) that this principle of *equality* should be extended to the ports of our colonies and islands, and that the ships of the United States should be there treated as British ships, it should be answered that this demand cannot be admitted, *even as a subject of negotiation*."

As to the advantages this circuitous trade would secure to British shipping, the same committee say—"Many vessels now go from the ports of Great Britain, carrying British manufactures to the United States; there load with lumber and provisions for the British islands, and return with the produce of these islands to Great Britain. The whole of this branch of trade," they add, "may also be considered as a new acquisition, and was attained by your majesty's order in council before-mentioned, which has operated to the increase of British navigation compared with that of the United States."

measures to counteract the American system were devised by the British government, and they failed upon the principle of our continuing to maintain in full force the navigation laws. To all intelligent men it became evident that we had engaged in an unequal struggle, and that the real effect of our policy was to give a bounty on the importation of the manufactured goods of other countries into the United States, to the gradual exclusion, both of our manufactures, and ships, from the ports of America. By a commercial treaty agreed upon between Great Britain and the United States in 1815, it was stipulated that in future *equal charges* should be imposed on the ships of either country in the ports of the other, and that *equal duties* should be laid upon all articles, the produce of the one country, imported into the other, whether such importation were effected in the ships of the one or the other, and further that no higher duties should be levied upon the produce of, or manufactures, of the one, or the other, than upon the produce or manufactures of the most favoured nation.

This is usually considered the first English reciprocity treaty: but such is not the fact. Our early treaties with Spain and Denmark were reciprocity treaties: in the trade with which countries England, however, had always contrived to obtain the chief advantages.

The Americans continue to complain that, as far as the British colonial trade is open to them, although the letter of the treaty is extended to them, that the full principle of reciprocity is not faithfully observed: inasmuch as a British ship can carry a full cargo, or part of a cargo, from a British to a colonial port,—discharge the whole, or part thereof, there; then proceed, reladen, to any port in the United States, and from thence carry a cargo, from the United States, to any other part of the world: or, a British ship may sail with a cargo in the first instance from a British possession to the United States, — then with another cargo to a port in the United States,—there re-lade, and then proceed to any part of the world; while an American ship can only import a cargo direct from the United States to a British port; and although an American ship may re-lade in England and sail to any foreign port, it cannot sail from England to any British possessions:—the East Indian territories excepted.

We admit this legal inequality; and we are convinced that it would be for the interest of both nations to place the trade of every port in the United States, and every port of the British empire, for the ships of both countries, upon the footing of an unrestricted coasting trade. There is no one could deny the immense increase of the carrying trade, which, under a liberal tariff, would follow. The shipping of both countries, instead of being injured, would benefit by such a truly great measure. If the countries, constituting the United States, had continued to this day British possessions, this would have been the present state of the trade and navigation between those countries and every other part of the British empire. To deny this, would be the same as saying it would be wise commercial policy to place the navigation between the different ports of the United

Kingdom, and of those of British America and of the West and East Indies, upon the same footing as the laws of trade and navigation with foreign ports. Why should not England and America now enjoy the most unrestricted mutual commercial advantages, when England has neither the expense nor perplexity of governing the American states, as colonies, and when the Americans have not the argument to urge of British subjection, interference, or menace?

Neither in England nor America has the consideration of this question received that grave, earnest attention, which the incalculable importance of international trade and navigation demands.*

* The late Mr. Condy Raguet, President of the Chamber of Commerce of Philadelphia, who thoroughly understood sound commercial and fiscal principles, quaintly introduces an article on the impolicy of countervailing duties, as follows:—

"In the twenty second chapter of the First Book of Kings, we read that Ahab, the King of Israel, invited Jehoshaphat, the King of Judah, to go with him to battle to Ramoth-Gilead, and that the latter consented to go, but at the same time expressed a wish that the former would consult his prophets as to the probable issue of the expedition. We further read, that in compliance with this request, Ahab consulted four hundred prophets, who assured him of victory; but that Jehoshaphat having doubts of the truth of their prediction, and suspecting, perhaps, that they were more of court sycophants and politicians than prophets, was not entirely satisfied with their reply. The following question will show the sequel:

"And Jehoshaphat said, 'Is there not here a prophet of the Lord besides, that we might inquire of him?'

"And the King of Israel said unto Jehoshaphat, 'There is yet one man, Micaiah, the son of Imlah, by whom we may inquire of the Lord; but I hate him; for he doth not prophesy good concerning me, but evil.'

"A dislike to hear the truth when opposed to one's interests or prejudices, has always existed in the world, and may be considered to be the cause of a large portion of the mischievous errors which so universally prevail. The fault of Ahab, recorded in the chapter referred to, is the fault of nine men out of ten at the present day, who, instead of applying to the sources where truth is most likely to be found, with the honest intention of being guided by its dictates, endeavour to find false prophets who will prophesy unto them 'smooth things,' in order to confirm them in their preconceived errors, and minister to their ambition and avarice. Most especially is this true amongst the people of the United States, in reference to those two most important branches of knowledge, the science of government, and the science of political economy; and hence have arisen in the one case, parties which have no fixed principles of action, and in the other, a school of theorists, who propose to make a nation rich by the adoption of measures which can only produce an opposite effect."

Mr. S. G. Arnold, in an article on the absurdity of prohibitions and protections, observes—

"This doctrine of saving money is one of those popular fallacies which are but too prevalent on the subject of *national wealth*. It should be remembered that commerce is an exchange of equivalents; an exchange which is equally beneficial to both parties. Now it makes no sort of difference whether this exchange is effected by means of money or of goods, as in either it is made *value for value*. If a man wants a hat more than he wants five dollars, he is none the poorer for parting with his money. The loss or gain, therefore, which would attend the home production of silk, must depend on something else beside the mere passage of money across the Atlantic.

"The hatter who should undertake to *save money* by making his own boots, would be regarded as a very poor economist; as every body knows that he could procure more boots by giving his undivided attention to his own business, and exchanging products with the bootmaker, than he could by dividing his time between boots and hats. So, as it regards the culture of silk—the *saving* to the country will depend on the fact whether more silk can be obtained by raising cotton, or wheat, or tobacco, than by cultivating mulberries and propagating silkworms. If it costs more to produce the silk than to procure it by exchange, it is clearly *no saving to the country*."

The liberal commercial policy, which was proposed by Mr. Pitt, on the part of England, and of Mr. Adams on the part of the United States, having been defeated by an adverse party in Great Britain, the adoption of a counterpart of the British navigation law was adopted and enforced by the United States, and persevered in to this day. Some relaxations have been made, however, towards those countries which treat American vessels upon more favourable terms than they are treated in British ports. An unsound tariff, on protective principles, was adopted by America; and revenue cruisers were built to enforce the United States customs laws—all in imitation of England. Steam revenue-cutters have since then been established to guard the coast against smugglers.

"Another fallacy, quite as common as the last, is, that protection is necessary to encourage *domestic industry*. Thus we often hear it asked, when articles of luxury are brought into the country for the rich, 'Why such men do not encourage *home manufacture*, and give encouragement to *domestic industry*?' At first view, this position may appear quite natural. But let us examine it a little more closely. These articles have been procured abroad in exchange for American products, and are therefore just as much the result of American industry as if they had been produced at home. Who will say that the labourer, who, at the end of the week, exchanges his wages for a coat, has not procured it by his own industry just as much as if he had fabricated it with his own hand?

"Further: let us suppose that a wealthy farmer of New York chooses to clothe his family in the richest kind of silk. He could do it in two ways. He might, 1st, employ a dozen men to plant mulberries, and carry on the manufacture on his own farm; or, 2nd, he might set these men to ploughing his fields and producing a crop of wheat. The wheat thus raised, he would exchange with a southern planter for cotton, and this cotton he would exchange with the French merchant for silk. Who will say that the foreign silk is not just as much the product of *American industry* as though it had been made directly by the labourers of the New York farmer?

"But it is said, again, that although under a protective policy, we may be obliged at first to ask a higher price for our productions; yet having once introduced them, they will, in the end, become cheaper by competition than before, and that we shall finally reap a benefit from protection. To this we answer, 1st, that if the soil, climate, &c., present natural obstacles to the production of any article, no competition can ever make it profitable; and, 2nd, that all things being as favourable as in other countries, except labour and capital, still, as no competition can ever reduce prices below the cost of production, and as these circumstances must continue to influence the cost of production while they remain, the protective policy can have no favourable effect in lowering prices.

"In a country like ours, where every thing is progressive, an article which may not be profitably produced now, may be profitably produced at some future time, when capital shall have become more abundant, and labour less productive. To attempt to anticipate that time by means of the forcing system of protection can never prove advantageous to a country, as it must inevitably be attended with public loss, and by injuring the accumulating capital of the nation have a direct tendency to put off that time to a more distant day.

"Besides, it must not be forgotten that our situation, located, as we are, some thousands of miles from the most producing nations, is itself a natural protection, and that this protection is still further increased by the duties which are required for the support of government. These give us an advantage without the special interposition of the state, which is quite sufficient to stimulate our enterprising citizens to the pursuit of wealth in every mode of industry which offers the least prospect of success.

"In short, we are fully satisfied that the only sure guide to wealth and prosperity is FREEDOM, entire and unrestricted FREEDOM. It is, we think, a great mistake for

governments to compel men into this or that mode of production. We believe it to be no part of their duty ; and it seldom fails of leading, in the end, to disaster and ruin. Under a system of free trade, men are guided by the instinct of their own interests, and the cotton-planter, the wheat-grower, the manufacturer, the blacksmith, hatter, shoemaker, tanner, &c., all fix themselves in such situations as they believe will be most profitable to themselves ; and unless they greatly mistake their own interests, their choice will be best calculated to produce the greatest amount of products to the country.

"The best protection, then, is the protection of all men in their persons and property—the protection of society by means of general education—and the protection of our flag wherever it shall be unfurled to the four winds of heaven. It is such protection which gives nerve to enterprise, spirit to industry, and wing to commerce ; and which is destined to carry forward our country in that mighty and glorious progress which she has commenced with such Herculean and lofty strides."

The preambles of the two first revenue bills declared that they were imposed for protection and for revenue ; but the rates of duty did not really amount to a great restriction.*

The preambles, in fact, embrace no more than an erroneous deduction based upon the following passage, delivered by Washington on the 8th of January, 1790, in his second annual message, viz.—

"A free people ought not only to be armed, but disciplined ; to which end, a uniform and well-digested plan is requisite, and their safety and interest require that they should promote such manufactories as tend to render them independent of others for essential, particularly for military supplies. The advancement of agriculture, commerce, and manufactures, by all proper means, will not, I trust, need recommendation ; but I cannot forbear intimating to you the expediency of giving effectual encouragement as well to the introduction of new and useful inventions from abroad, as to the exertions of skill and genius in producing them at home."

On January 15th, 1790, the House of Representatives adopted the following resolution :—

"Ordered, that it be referred to the secretary of the Treasury to prepare and report to this house, a proper plan or plans, conformable to the recommendation of the President of the United States, in his speech to both houses of Congress, for the encouragement and promotion of such manufactories as will tend to render the United States independent."

The secretary of the Treasury at that time was the celebrated Mr. Hamilton. A fallacy, if once entertained by a strong mind, enlightened upon most subjects, and by a character of unimpeached integrity, cannot fail to be pernicious. Such unfortunately was the effect of the unsound views taken with undoubted patriotism and honesty of purpose, by Mr. Hamilton. His views, although not at first adopted, were ultimately sanctioned.

On the 5th of December, 1791, his celebrated report on manufactures was presented to the House of Representatives.

* The preamble of this act declared : Whereas it is necessary, for the support of government, for the discharge of the debts of the United States, and the encouragement and promotion of manufactures, that duties be laid on goods, wares, and merchandises imported—

SECTION I. *Be it enacted, &c.**

Notwithstanding the declaration of the preamble, that one of the objects of the bill was the promotion of manufactures, the bill gives earnest of no such intention. The recital became a compliment of peculiar emptiness when it was discovered that the highest *ad valorem* duties were fifteen per cent ; and these were imposed, not on rival manufactures, but on such foreign luxuries as a sumptuary law, which was strongly allied with the prejudices of the revolutionary statesmen, might be supposed to operate. Ten per cent was the average duty on foreign manufactured goods ; and such a duty, it is manifest, savours far more of revenue than of protection.

in the manner prescribed by law, and at a rate not exceeding the *pro-value*.* The assumed object was to raise the maximum of revenue, which a tax on imports would yield.

In his opening message, Mr. Madison strongly urged the duty of providing amply for the debt, collateral to which, in order to carry all other parties, he dwelt upon those arguments which "the necessities of the manufactures afforded."

On March 20th, 1816, the committee reported to the house a bill, which, with some amendments, was sanctioned by Mr. Madison, and included the celebrated protective tariff of 1816.

SECTION I. *Be it enacted, by the Senate and House of Representatives, in Congress assembled* That from and after the 30th day of June, one thousand eight hundred and sixteen, the duties heretofore laid by law on goods, wares, and merchandise, imported into the United States, shall cease and determine; and there shall be levied, and collected, and paid, the several duties herein-after mentioned; that is to say:—

A duty of twenty-five per centum, *ad valorem*, on hempen cloth, or sail cloth, (except Russian and German linens, Russia and Holland duck;) stockings, of wool or cotton; printing-types; all articles manufactured from brass, copper, iron, steel, pewter, lead, or tin, or of which these metals, or either of them, is the material of chief value; brass wire, cutlery, pins, needles, buttons, button-moulds, and buckles of all kinds; gilt, plated, and japanned wares, of all kinds; cannon, muskets, fire-arms, and side-arms; Prussian blue, Chinaware, earthenware, stoneware, porcelain, and glass manufactures, other than window glass, and black glass quart bottles.

A duty of twenty-five per centum, *ad valorem*, on woollen manufactures of all descriptions, or of which wool is the material of chief value, excepting blankets, woollen rugs, and worsted, or stuff goods, shall be levied, collected, and paid, from and after the 30th day of June next, until the 30th day of June, one thousand eight hundred and nineteen, and after that day, twenty per centum on said articles; and on cotton manufactures, of all descriptions, or of which cotton is the material of chief value, and on cotton twist, yarn, or thread, as follows, viz.: for three years next ensuing the 30th day of June next, a duty of twenty-five per centum, *ad valorem*; and, after the expiration of the three years aforesaid, a duty of twenty per centum, *ad valorem*.

A duty of thirty per centum, *ad valorem*, on carriages of all descriptions, and parts thereof; leather, and all manufactures of leather, or of which leather is the material of chief value; saddles, bridles, harness; paper of every description, pasteboard, paper-hangings, blank-books, parchment, vellum; brushes, canes, walking-sticks, whips, and clothing ready made. And in all cases where an *ad valorem* duty shall be charged, it shall be calculated on the nett cost of the article at the place whence imported (exclusive of packages, commissions, and all charges), with the usual addition established by law, of twenty per cent on all merchandise imported from places beyond the Cape of Good Hope, and of ten per cent on all articles imported from all other places.

The following duties, severally and specifically:—On tarred cables and cordage, three cents per lb.; on untarred cordage, yarns, twine, packthread, and seines, four cents per lb.; on wax and spermaceti candles, six cents per lb.; on Chinese cassia, six cents per lb.; on cinnamon, twenty-five cents per lb.; on cloves, twenty-five cents per lb.; on cheese, nine cents per lb.; on chocolate three cents per lb.; on cocoa, two cents per lb.; on coal, five cents per heaped bushel; on copperas, one dollar per cwt.; on copper rods, bolts, spikes, or nails, and composition rods, bolts, spikes, or nails, four cents per lb.; on coffee, five cents per lb.; on cotton, three cents per lb.; on gunpowder, eight cents per lb.; on hemp, one dollar and fifty cents per cwt.; on iron or steel wire, not exceeding No. 18, five cents per lb., and over No. 18, nine cents per lb.; on iron in bars and bolts, excepting iron manufactured by rolling, forty-five cents per cwt.; on iron in sheets, rods, and hoops, two dollars and fifty cents per cwt.; and in bars or bolts, when manufactured by rolling, and on anchors, one dollar and fifty cents per cwt.; on indigo, fifteen cents per lb.; on lead in pigs, bars, or sheets, one cent per lb.; on shot manufactured of lead, two cents per lb.; on red and white lead, dry, or ground in oil, three cents per lb.; on steel, one dollar per cwt.; on cigars, two dollars and fifty cents per thousand; on spirits from grain, of first proof, forty-two cents per gallon; of second proof, forty-five cents per gallon; of third proof, forty-eight cents per gallon; of fourth proof, fifty-two cents per gallon; of fifth proof, sixty cents per gallon; above fifth proof, seventy-five cents per gallon; on spirits from other materials than grain, of first and second proof, thirty-eight cents per gallon; of third proof, forty-two cents per gallon; of fourth proof, forty-eight cents per gallon; of fifth proof, fifty-seven cents per gallon; above fifth proof, seventy cents per gallon; on shoes and slippers of silk, thirty cents per pair; on shoes and slippers of leather, twenty-five cents per pair, on shoes and slippers for children, fifteen cents per pair; on spikes, two cents per lb.; on soap, three cents per lb.; on brown sugar, three cents per lb.; on white, clayed, or powdered sugar, four cents per lb.; on lump sugar, ten cents per lb.; on loaf sugar, and sugar candy, twelve cents per lb.; on snuff, twelve cents per lb.; on tallow,

one cent per lb.; on tea from China, in ships or vessels of the United States, as follows, viz.: bohea, twelve cents per lb.; souchong, and other black, twenty-five cents per lb.; imperial, gunpowder, and gomee, fifty cents per lb.; hyson and young hyson forty cents per lb.; hyson skin, and other green, twenty-eight cents per lb.; on teas from any other place, or in any other than ships or vessels of the United States, as follows, viz.: bohea, fourteen cents per lb.; souchong, and other black, thirty-four cents per lb.; imperial, gunpowder, and gomee, sixty-eight cents per lb.; hyson, and young hyson, fifty-six cents per lb.; hyson skin, and other green, thirty-eight cents per lb.

Such was the first tariff, which was avowedly in principle protective; a tariff which underwent modification afterwards, but which continued unsound in all its principles. With reference to the modifications of the tariff, Mr. Pitkin, a disciple of the protective system, observes:—

“We would here observe that a *permanent duty* of thirty per cent *ad valorem* was imposed on various other articles; and among these were hats, cabinet wares, and all manufactures of wood, carriages of all descriptions, leather and all manufactures of leather, and paper of every description. And to encourage the manufacture of domestic sugar, a specific duty of three cents per lb., was laid on all imported brown sugar.”

“Without adverting to the details of the various acts, afterwards passed, altering that of 1816, we would observe, that the duty on bar iron was raised in 1818, and that in 1824, the duties on woollens and cottons was revised; and that by the act of that year, a duty of twenty-five per cent was laid on all woollen goods, the value of which should not exceed 33 $\frac{1}{4}$ cents per square yard; and after June 30th, 1825, a duty of 33 $\frac{1}{4}$ per cent *ad valorem* was imposed upon those costing more than 33 $\frac{1}{4}$ cents per square yard, with the exception of blankets and stuff goods.

“Much more time, skill and experience are requisite in the various branches of the manufacture of wool, than in that of almost any other article, in order to meet, with success, more experienced foreign manufacturers.

“In addition to the want of skill and experience, the American manufacturer of wool had to struggle with the countervailing laws and regulations of the British government, made with the express view of injuring this branch of American industry; or, in the language of Brougham, ‘to stifle it in its cradle.’ One of the countervailing measures of that government, was a reduction of the duty on imported wool. Prior to the American act of 1824, the duty on wool imported into England was sixpence sterling per lb.; but soon after the passage of this act, this duty was reduced to one penny per lb.; and for the purpose, as the debates in parliament show, of enabling the British manufacturer to send his woollens to the United States at a cheaper rate. And, not long after, with the same view, the duty on all wool, the price of which was less than one shilling sterling, was reduced to a half-penny.

“The American manufacturer of wool,” says Mr. Pitkin, “finding it difficult, if not impossible, to struggle against all these difficulties, again applied to Congress for aid; and the celebrated Tariff act of 1828, was the result of this application—an act, which has been declared not only highly oppressive to the great mass of the community, and injurious to commerce, but in direct violation of the constitution itself.

“By this Act, the minimum system was extended generally to woollens. All manufactures of wool, with some exceptions, the value of which did not exceed fifty cents the square yard, paid a duty on that sum, of forty-five per cent *ad valorem*; these, the value of which exceeded fifty cents, but did not exceed 1 dollar the square yard, paid a duty of forty-five per cent *ad valorem* on the latter sum; those between 1 dollar and 2 dollars 50 cents, the same duty on the latter sum; those between 2 dollars 50 cents and 4 dollars, the same duty on the last sum, and those exceeding 4 dollars, fifty per cent *ad valorem*.

“Unmanufactured wool was also subjected to a duty of four cents per lb. and forty per cent *ad valorem*. Additional duties were also laid upon iron, hemp, flax, and molasses; and the minimum price of cottons was raised to thirty-five cents the square yard. The policy of this act was questioned by many of the merchants of this country, and its constitutionality by most of the people of the southern states. Unfortunately,

it was a compound made up by its enemies as well as its friends, and was not satisfactory to either.

"The time was now approaching, when the national debt, being nearly extinguished, the sinking fund, amounting to 10,000,000 dollars annually, would be no longer wanted. A new modification of the revenue system, would soon be necessary, to meet this new state of the financial affairs of this country. In this modification of the duties, the advocates of the protecting system, contemplated a reduction of the duties principally on those articles, which had not been, or could not be, produced in this country; while its opposers, on the other hand, insisted on an abandonment of the system itself, by making the duties on all imports about equal. With a view of obtaining information and enlightening the public mind on this great and interesting subject, two Conventions were held, in the summer and fall of 1831; one in the city of Philadelphia, called the anti-tariff or free-trade convention—the other at the city of New York, called the tariff convention. Both were composed of gentlemen distinguished for talents and experience; and their addresses to the people of the United States, and memorials to Congress, or as they may be called, essays expressive of their different views of the questions of political economy then agitated, were drawn up with no ordinary care and ability, and must always take a high rank among the state papers of that period. Under the influence of these conventions, Congress, after much debate, proceeded to modify the preceding tariffs, by an act of the 14th of July, 1832, to take effect after the 1st of March, 1833. It was called the Compromise Act; and the Tariff on a decreasing Scale."—*Pittkin's Statistics of the United States*.

This modified tariff will clearly appear to be based upon false principles: those of maintaining and creating home manufactures by a tax of at least from twenty-one and a half to twenty-nine per cent, exclusive of other charges, on the value of all the cotton, woollen, and linen manufactures worn by, and on most articles of iron and other metals used by, all the citizens of the United States.

To prove this beyond any shadow of dispute, the manufactured, and all other articles, not likely to compete with those of the United States, were either admitted duty free, or at very moderate duties.

The duties levied under the tariff, in existence previous to the 14th of July, 1832, were avowedly directed against the admission of foreign manufactures in order to protect those of the United States. The duties were:

	Per cent.
Cottons, white, valued per square yard under thirty cents, duty ad valorem	42½
Cottons, coloured, valued per square yard thirty-five cents	42½
Woollen manufactures, value less than eight cents per lb.	free
Woollen manufactures, value exceeding eight cents per lb.	54
Woollen cloths milled, all kinds, and flannels	50
Nails, value five cents per lb.	78
Bar iron, rolled	95
Ditto, hammered	35

The above duties were, by Mr. Clay's bill, to be reduced gradually every two years, until the whole are diminished to twenty per cent, ad valorem in 1842.

The following articles were to be reduced from high duties to the following:—

"Articles manufactured, as exceptions to the foregoing, and others on which the high or protective duties were levied in the old tariff, viz.: slops or made up clothing and hosiery, bags of wool and cotton, kendals of cotton and wool, blank books, waste cards, glass manufactures, pianofortes, artificial flowers, copper and brass manufactures, ironmongery, cutlery, tin and pewter wares, except tools, fire and side arms, carvings of all descriptions, mathematical instruments, fishing nets, brushes of all kinds, saddlery, shoes and boots, and nearly every article into which cotton, wool, hair, iron, copper, enter into the manufacture, to be admitted twenty-nine per cent maximum, twenty-three per cent medium, and twenty-one and a half per cent minimum, *ad valorem* duties.

"The following articles to be admitted at the enormous duties annexed:

"Paper for writing, printing, &c., fifteen to twenty-five cents per lb., or 7d. to 1s. per lb.

• "Books printed in the English language, bound, thirty cents, or 1s. 2d. per lb., unbound, twenty-six cents, or 1s. ½d. per lb.

"Felt hats, eighteen cents the lb.

"Cordage, four to five cents the lb.

• All silk manufactures are admitted *duty free*, except silks from beyond the Cape, at ten per cent.

"Ditto raw, twelve and a half per cent.

"Ditto, sewing (or silk thread) twenty-six per cent.

"Sugar and distilled spirits are admitted at very moderate duties, which among the many other low rates and duty-free articles, prove how little fiscal considerations have entered into the principles of this tariff.

"Wines are also admitted, especially those of France and Germany, at little more than nominal duties; but discriminatory duties are imposed on those of Spain and Portugal.

"The following among many other articles are exempt from duty:—

"Acetates, acids nearly of all kinds, almonds, aloes, adhesive, and other plasters, ambergris, alabaster and marble figures, argol, barilla, bamboos, bark of all kinds; balls, dice, &c., of ivory; black pepper, bees'-wax; brass in plates, bars, and pigs; brimstone and sulphur, brazil-paste, bones, teeth, and manufactures of ivory, burgundy-pitch, bronze casts and busts, calomel, camomile flowers, camphor, cantharides, capers, cassia, castanas, catsup, chalk, chemical preparations and oils nearly of all kinds, cinnamon, cloves, cochineal, cocoa, and coffee, coculus indicus, copper for sheathing ships, coral, corks, corrosive sublimate, coryander seed, crude saltpetre, currants, cutlasses, daggers, dates, dirks, dolls of wax, if undressed, drillings of pure flax, epaulettes of gold and silver, figs, filberts, filtering stones, fish-sauces, fisheries of United States, flax and hemp unmanufactured, frankincense, ginger, grapes, gamboge, gum-arabic and other gums, hair and wool, hair pencils, hats of palm leaf, hemlock, hemp and flax seeds, henbane, hones, honey, hops, horns of all kinds and tips, horn plates for lanterns, ink, ipecacuhana, India rubber, models of inventions and machines, isinglass, ivory-black; ivory manufactured, except combs; juniper berries, lac-dye, lead ores, linseed cake, mace, madder and its root, macaroni and vermicelli, marble, Manila hemp, preparations of mercury, mill-stones, models of all kinds, musk, nutmegs; nuts and berries used in dyeing, and of all kinds; oakum; oil of juniper, and all oils except fish-oils and perfumed oils; olives, opium, paintings and drawings, phosphorous, pimento, pipes of clay for smoking, prunes, putty, quicksilver, quills prepared, quadrants, raisins in jars and boxes and all others, rattans unmanufactured, reeds manufactured, rhubarb, rotten-stone, saffron, saltpetre, sago; skins and hides raw, and not made up or tanned; sextants, smalts, shellac, slate-pencils, sponges, spy-glasses, skins of all kinds for musical instruments, sumac, succory, tamarinds; tartar, viz., crude; tea, all kinds, imported in United States vessels from beyond the Cape of Good Hope; telescopes, tinfoil, tin in plates and sheets, tortoise-shell, tar from coal only, turmeric; vegetables, such as are used principally in dyeing and in composing dyes and drugs; vitriol blue, fancy wood of all kinds, woad or pastel, water colours, weld, and all articles used principally for dyeing, coming formerly under the duty of twelve and a half per cent.

"All other dyeing drugs and materials for composing dyes; all other medicinal drugs and all articles not enumerated in this act, nor the existing laws, and which are now liable to an ad valorem duty of fifteen per cent, all to be free, with a few exceptions at duties, from one to fifteen per cent the highest.*"

This tariff was not based upon sound fiscal principles.† It was a *blundering*

* Moderate calculations have rated the tax imposed by these tariffs on the whole community in order to encourage the manufacturers, at 48,000 dollars per annum. Goods of all kinds cost, in order to afford a home market for home manufactures, about 100 per cent above the fair price.

† The duties in this bill, though much diminished, were highly protective; *thirty per cent* on most woollen manufactures; on cotton manufactures twenty per cent. Mr. Pitkin defends the New England states as follows—

"We cannot but observe, however, that in the conflict of opinion which has arisen on this question, New England has been placed in a peculiar, and we may add, unfortunate situation.

compromise between monopoly and free trade. For the time, however, it removed all the perplexing and formidable difficulties of nullifying the Union. But, when its maximum duties were to come into operation, a new policy was adopted in 1842, carried by the spirit of party, much more than by the influence of the manufacturers. The result was the monstrous tariff of that year, printed in a previous part of this work.

A new tariff was prepared in 1844, upon a greatly diminished scale, by the Committee of Ways and Means, of which Mr. Mackay was chairman. The report which accompanied it was drawn up with great clearness and ability. It dwells forcibly on the evils to all classes of frequent changes in the tariff, as well as to the revenue, and reverts to the tariff of 1828, which even the advocates of the manufacturing interests styled the "Bill of Abominations."

The Committee "consider the lowest possible duty necessarily protective, to its extent, though it may be imposed with the single view to revenue, and may be a revenue duty, in the strictest sense of those terms. Commencing at this point, they think that the duty upon any given article should be considered, and is properly called, a revenue duty, so long as an increase of the rate will increase the amount of revenue derived from the importation of the article. This conclusion is based upon the simple fact, that, up to this point, the way to increase the revenue from the given article is to raise the rate of duty; and, although the degree of protection afforded by the duty is increased with the increase of the rate, yet that is an incident, and an unavoidable incident, and cannot change the nature and character of the duty, as a duty to raise, to increase revenue. Pass that point, and raise the rate of duty so high that its prohibitory action diminishes the amount of revenue collected under it, and its character is changed. The protection afforded by it is increased, while the revenue it yields is diminished; thus giving protection as its chief fruit; and revenue as the incident. Continue to raise the rate until the prohibitory action of the duty becomes perfect, all importations of the article cease, and no revenue is realized from the duty. Then, certainly, it cannot be considered or called a revenue duty, and its exclusive object must be protection. It must be, therefore, a protective duty, in the strict sense of the term; and, in the opinion of the committee, it is clearly entitled to that appellation from the point where its prohibitory became paramount to its revenue powers, and its increased rate ceases to increase the amount of revenue collected under it. This conclusion is founded upon the equally simple fact, that, at this elevation, the way to increase the revenue is to diminish the rate of

She has been accused of being the author and supporter of the system; and on that account, towards her have been directed some of the keenest shafts of reproach and calumny. Whatever of good or evil there may be in the system, New England was not its author.

"In 1816, it is well known that she voted with the south, and against New York, New Jersey, Pennsylvania, and the western states, on the great question of the extent of protection to be afforded to the manufacture of cotton.

"The committee who reported the tariff bill of that year, recommended a duty of thirty per cent on all imported cotton goods; and on the question of reducing it to twenty-five, nearly two-thirds of the New England members in the house voted for its reduction, while out of forty-three members from New York, New Jersey, and Pennsylvania who voted on the question, nine only were in favour of it. The question of reduction was therefore, carried by the New England votes, joined with those of the south.

"On the tariff of 1824, the votes of New England states were fifteen for, and twenty-three against, it, while those of the states of New York, Pennsylvania, New Jersey, Kentucky, and Ohio, stood seventy-eight for, and nine against; and on the tariff of 1828, the votes of the former were sixteen for, and twenty-three against, and those of the latter stood eighty for, and only six against it. Some of the New England votes on the tariff of 1828, were probably governed by the details of the bill."

duty. The power 'to lay and collect duties' has been carried beyond its object of obtaining revenue 'to pay the debts, and provide for the common defence and general welfare of the United States;' and a reduction of the rate of the duty only will restore the exercise of the power to that object. The understanding of this committee, therefore, is, that, while every duty is necessarily protective to its extent, yet every duty is to be considered, and is properly denominated, a revenue duty, the rate of which yields the largest amount of revenue from the importation of the article upon which it is imposed, or the rate of which is below that point, so that an increase of the rate would produce an increase of the revenue; and that every duty is to be considered, and is properly denominated, a protective duty, the rate of which is so high as to diminish the amount of revenue derived from the importations of the article upon which it is imposed, and the rate of which requires to be reduced to increase the revenue. And when a given amount of revenue is desired to be raised upon any given article of importation, the committee regard the lowest rate of duty which will effect the result as the true and legitimate revenue duty.

"This will show what description of a law the committee would denominate a revenue, and what a protective tariff; and to what extent they would give the one character or the other to any given law. The protection afforded under a revenue tariff, thus defined, they would denominate incidental; and, if the revenue be required, they cannot see that the consequent protection can be a subject of grievance or complaint on the part of any interest. The protection afforded by a protective tariff, according to the same definition, is direct and positive; operates to diminish or destroy the revenue; and constitutes, as the committee believe, an exercise of the power to lay and collect duties entirely indefensible in principle and policy, and often furnishing broad ground for just complaint. The terms 'perfect protection' the committee understand to be synonymous with perfect prohibition; and, therefore, entirely destructive of all revenue, because prohibitory of all importations.

"The terms 'free trade,' in their broad sense, the committee understand to be equally inconsistent with the idea of a revenue from imports, because they suppose that trade, which is perfectly free, cannot be burdened with any duties not imposed to furnish facilities to itself. In this sense, they are assured the phrase is understood in some portions of the country, when used in connexion with legislation of this description; and the advocates of a system of free trade are supposed to be also advocates of a change of one system of revenue from duties on imports, to internal taxation, direct and indirect. The committee believe that, if any hold these views, much the largest class of those who call themselves friends of free trade do not attach to the terms any such extent, and only intend to be understood, by the free trade they advocate, so much freedom of trade as may be enjoyed under a system of duties arranged with sole reference to a supply of the public treasury, and the rates established as low as the economical wants of that treasury will allow."*

* Mr. Mac Duffie's speech in the senate is remarkably clear and conclusive on the tariff questions: those of his opponents, especially that of Mr. Evans, most fallacious yet specious. They consider that, as manufactures have arisen in the United States, it must be owing "to protection." The story over again of the pyramids of Egypt existing; consequently the fertility of the valley of the Nile.

Mr. Mac Duffie insists that the tariff law of 1842 should be called an act to *prevent*, instead of an act to *provide* revenue. He says: "It is entitled an act to *provide* revenue—falsehood and deception stamped on the very front of it. A bill to *provide revenue*! which lays an average duty of a hundred per cent on several descriptions of imports that would come into the United States, to the amount of about 40,000,000 dollars annually, under a revenue duty of twenty per cent, but which are now totally excluded by these enormous duties. I will not go into details, but state generally, that the duties on window-glass range from ninety-four to a hundred and seventy-eight per cent, making an average of more than a hundred and fifty per cent on all descriptions; that the duties on many varieties of manufactured iron, embracing most of the tools and implements necessarily used on every farm and plantation in the country, are from seventy-five to a hundred and fifty per cent, and more ad valorem; that the duty on raw iron, an article in universal use, is 112½ per cent; that the duty on all those cotton manufactures which come under the *minimum* principle of valuation (and which would be imported annually to the amount of 10,000,000 or 15,000,000

Mr. Benton, in the senate in 1844, takes a middle ground, and sets out with a contrast of the two systems of duties—that of duties imposed wholly for revenue, and that of duties imposed for the mixed objects of protection and revenue. In this con-

dollars, under a revenue duty of twenty per cent), range from sixty to a hundred and fifty per cent on their true value; that the duty on salt—an article of universal use, consumed in almost equal quantities by the rich and the poor, and extensively consumed by every farmer, not only for family purposes, but ten times more extensively for his live stock—is eight cents per bushel (the article costing only five or six cents in Liverpool), equal to 133 per cent on the original cost."

He says—"A large proportion of the prints and calicoes consumed in the United States, and of which every female of the middle and poorer classes is a consumer, cost, in Manchester, from six to twelve cents a yard; but they are charged with duties of from seventy-five to a hundred and fifty per cent by the ingenious contrivance of an artificial and false valuation."

We now come to a very interesting part of Mr. Mac Duffie's argument, that relating to "discrimination." After denouncing the tariff law of 1842 as an imposition of unrighteous burdens, not for purposes of revenue, but for taking money out of the pockets of one class of the community and putting into those of another, he says—"An idea has got abroad—and I am sorry to say that many of the friends of free trade have been deceived and betrayed by it, as many patriot-soldiers have been by the holding out of false colours—an idea has obtained currency that, although you cannot impose duties for any other purpose but that of revenue, yet you may rightfully impose revenue duties, 'with a wise discrimination for the protection of domestic manufactures.' This is part of the new system of tactics to which the manufacturers have found it necessary to resort. They say one thing, and mean another. What do they mean by 'a wise discrimination?' Obviously a discrimination that will exclude imports and diminish revenue. 'A wise discrimination!' Pray, what is your whole system of revenue—levied, as it is, exclusively from duties on imports—but an enormous discrimination in favour of the manufacturers and their confederates, and against all other classes?"

Mr. Mac Duffie next takes up the allegation that protection means the protection of domestic against foreign industry; and he argues at much length, and gives numerous illustrations, to prove that protection induces a conflict between one branch of domestic industry and another, and that there can be no competition between foreign industry and domestic industry, where there is only an exchange of labour for labour. He regards the protective policy of the last twenty years as destructive of half the commerce of this country, comparing what it is with what it would be but for this policy; and yet what is left has to sustain the government, yielding all its revenue as it has done from the beginning; but it is now rapidly verging to extinction, for Europe will not, and cannot, purchase the exports of this country, if its productions will not be received in exchange. While thus steadily advancing the suicidal policy of destroying commerce, 9,000,000 dollars is asked to support a navy, the only use for which is the protection of commerce. "Against whom," exclaims Mr. Mac Duffie, "is a navy required to defend our Atlantic commerce? Against pirates? Against foreign power? Against Great Britain?—for she is the raw-head and bloody-bones always invoked to silence opposition against wasteful expenditure. As a producer of the great staple on which it (commerce) is mainly founded, I declare, with all solemnity, that I regard the Congress of the United States, as it has been constituted for the last twenty years, as more to be dreaded than all the powers of Europe combined, and all the pirates that ever infested the ocean."

He combats a doctrine, promulgated some years ago, and still held up in favour of protection, that it is necessary to relieve this country from the payment of a tribute to foreign nations. It was first broached by Mr. J. Q. Adams, when president, in one of his messages to Congress. Now what is the fact? The tribute is paid to home manufacturers, not to foreigners, for the latter offer to supply their goods at from twenty to forty per cent cheaper than the home manufacturer, and in exchange too, for the productions of American labour.

"When," observes Mr. Mac Duffie, "you have prohibited the importation of manufactures from Europe, you will have totally destroyed the demand for six-sevenths of our cotton, rendering it utterly valueless."

Mr. Mac Duffie's object was to restore the Compromise Act, and his bill was as follows:—

Sec. 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That so much of the existing law imposing duties upon foreign imports as provides that duties ad valorem on certain commodities shall be assessed upon an assumed minimum value, be, and the same is hereby, repealed; and that said duties be hereafter assessed on the true value of such commodities.

Sec. 2. *And be it further enacted,* That in all cases in which the existing duty upon any imported commodity exceeds thirty per centum on the value thereof, such duty shall hereafter be reduced to thirty per centum ad valorem.

trast, he divides the half century during which the government has existed, into two periods of twenty-five years each; the tariff laws of the first period, having revenue for the object, protection being the incident; and those of the second period, having protection for the object, revenue being the incident. A striking difference he points out in these two systems; first, in the amount of duty imposed, and next, in the mode of assessing or computing it. Before the late war, the rate of duty, whether *ad valorem* or specific, was always moderate, never prohibitory, and uniformly laid on with a view to the production of revenue. Since the war, duties have often been exorbitant or prohibitory, and rendered still more exorbitant by the mode of computing them on the assumption of fictitious values.

"During the first of these periods, harmony and happiness prevailed among the industrial classes; the career of labour, in all its branches, was progressively prosperous; the word *tariff* was never heard of; the incidental protection afforded by the absolute wants of the government, was quietly and silently encouraging the growth of manufactures as fast and as steadily as could be justified by the wants of the community; and the great mass of the people was in the happy condition of Molière's country gentleman, who had talked prose all his lifetime without knowing it. To those good old times, Mr. Benton wished to return; to the object and structure of those good old laws, and to the enjoyment of their happy consequences. He disapproves of the *horizontal principle* of the Compromise Act, and is not, therefore in favour of recreating that law; he avows himself in favour of discriminating between articles of luxury and necessity, making luxuries pay highest; he is for discriminating between articles made at home, and those not made at home, putting the highest duties on the foreign rivals of our own products; but he insists on some limitation, in effect, that no duty, whether *ad valorem* or specific, shall exceed 30 or to 33½ per cent. This discrimination and incidental protection he had always advocated. It was admitted by good free trade authorities, as was proved by the South Carolina legislative report of 1828, by the Philadelphia free trade address of 1831, and by the Virginia democratic address of 1839. In a word he was for returning to the system which had worked so well anterior to the late war, when the specific duties rarely exceeded a fourth, or at most a third of the value, and when the *ad valorem* duties ranged only from five to fifteen per cent. The specific duty of 33½ per cent to which he is willing to go for protection, is, in effect, he argues fifty per cent; for the expences of importation being 7½ per cent, and the importing merchants' profits and charges 12½ per cent, these sums, besides the 33½ per cent duty, have to be added to the first cost abroad, before the imported article can come into our market in competition with the home-made article, and on this issue, he and his friends are willing to go to trial before the country.

Sec. 3. *And be it further enacted*, That from and after the 31st day of December next, all duties upon foreign imports shall be reduced to twenty-five per centum; and, from and after the 31st of December, 1844, to twenty per centum *ad valorem*.

It was defeated by the following resolutions, introduced by Mr. Evans:—

Resolved, That the bill entitled "A bill to revive the act of the 2d of March, 1833, usually called the Compromise Act, and to modify the existing duties upon foreign imports in conformity with its provisions," is a bill for raising revenue within the meaning of the 7th section of the 1st article of the Constitution, and cannot therefore originate in the Senate: therefore

Resolved, That it be indefinitely postponed.

In support of his assertions, with regard to the comparative revenue of the two periods, Mr. Benton submitted the following tables:—

TABLE I.—Low Revenue Duties, from 1791 to 1808.

YEARS.	Population.	Income.	YEARS.	Population.	Income.
	number. 4,000,000	dollars.		number. 5,800,000	dollars.
1791..	4,369,473	1800 .....	.....	9,086,932
1792..	3,438,070	1801 .....	.....	10,750,779
1793..	4,233,308	1802 .....	.....	12,438,230
1794..	4,801,065	1803 .....	.....	10,479,417
1795..	5,584,461	1804 .....	.....	11,008,503
1796..	6,567,987	1805 .....	.....	12,936,487
1797..	7,349,640	1806 .....	.....	16,667,694
1798..	7,106,061	1807 .....	.....	15,435,923
1799..	6,010,449	1808	7,000,000	16,363,560

TABLE II.—High Protective Duties, from 1817 to 1843.

YEARS.	Population.	Income.	YEARS.	Population.	Income.
	number. 9,000,000	dollars.		number. 17,000,000	dollars.
1817..	26,283,348	1831 .....	.....	24,224,441
1818..	17,176,385	1832 .....	.....	28,468,237
1819..	20,263,606	1833 .....	.....	21,488,753
1820..	9,638,000	15,005,612	1834 .....	.....	14,797,782
1821..	13,004,447	1835 .....	.....	12,581,111
1822..	17,569,761	1836 .....	.....	21,552,272
1823..	19,088,433	1837 .....	.....	26,325,539
1824..	17,878,325	1838 .....	.....	13,315,129
1825..	20,098,713	1839 .....	.....	15,373,238
1826..	23,341,331	1840	17,000,000	20,600,439
1827..	19,712,283	1841 .....	.....	10,159,339
1828..	23,205,523	1842 .....	.....	15,789,173
1829..	22,681,965	1843	18,500,000	17,500,000
1830..	12,866,000	21,922,391			

TABLE III.—Showing what ought to have been received from Customs, under the Protective System, to have been equal to the Receipt under the Revenue System.

YEARS.	Population.	Actual Receipts.	Should have been	YEARS.	Population.	Actual Receipts.	Should have been
	number. 9,000,000	dollars.	dollars.		number. 17,000,000	dollars.	dollars.
1817..	26,283,348	22,500,000	1831 .....	.....	21,221,111	
1818..	17,176,385		1832 .....	.....	28,468,237	
1819..	20,263,606		1833 .....	.....	21,488,753	
1820..	9,638,000	15,005,612	24,000,000	1834 .....	.....	14,797,782	
1821..	13,004,447	25,000,000	1835	15,000,000	13,488,111	
1822..	17,569,761		1836 .....	.....	21,552,272	
1823..	19,088,433		1837 .....	.....	26,325,539	
1824..	17,878,325		1838 .....	.....	13,315,129	
1825..	20,098,713	27,000,000	1839 .....	.....	15,373,238	
1826..	23,341,331		1840	17,000,000	20,600,439	42,500,000
1827..	19,712,283		1841 .....	.....	10,159,339	43,000,000
1828..	23,205,523		1842 .....	.....	15,789,173	
1829..	22,681,965		1843	18,500,000	17,500,000	46,250,000
1830..	12,866,000	21,922,391	31,500,000				

The third table shows that the same ratio of revenue for population which existed in Mr. Jefferson's time, would, in the present day, yield an income for the treasury of 46,250,000 dollars. Mr. Benton says—'These tables speak a language which cannot be misunderstood, and they place in the strongest contrast the working of the two systems during the two periods; the beauty and advantages of one, and the deformities of the other, standing out in the boldest relief. In the first period, amplitude of amount, steadiness of the product and regularity of the increase, strike every beholder. In the second period, all this is reversed; confusion and madness seem to reign in our treasury. Sometimes millions too much—then not half enough. Sometimes surpluses to be distributed—then deficits to be supplied. Giving away one day—begging or borrowing

the next. Always a feast or a famine—never the right thing. Our poor treasury became a balloon—sometimes soaring above the clouds—then dragging in the mud—now bursting with distension—now collapsing from depletion.'

"Again, after quoting Mr. Jefferson's last annual message to Congress, showing the prosperous condition of the treasury at that time, Mr. Benton says—'Such was the working of the low duty system—ample and steady revenue—no loans, no taxes, no paper money—33,500,000 dollars of public debt paid in eight years—a surplus of \$4,000,000 dollars left in the treasury—the result, not of lands exchanged for paper, but the regular result of steady revenue, strict economy, and hard money. How different from the state of things under the high duties of the present day! Instead of paying above 30,000,000 dollars of public debt in eight years, we have created near 30,000,000 dollars in four years; instead of a surplus in the treasury, there is a deficit; loans and taxes are the order of the day; and, to crown all, we have an illegal and fraudulent issue of federal paper money currency, issued by executive power, and sustained by bank alliances. Such is the difference between the working of the two systems after twenty-five years trial of each!'

"With regard to the second proposition, that of the superiority of low duties over high duties, in relation to their effect upon agriculture and commerce, Mr. Benton takes the ground that these two interests go together, the state of the one being an index to the other. The exports make the imports, and agriculture is at the bottom of the whole. He contrasts the exports of the two periods—that before the late war, and that succeeding the war—with a view of showing that, in consequence of the high duty system, with a population of 18,000,000, in 1842, we exported less than we did in 1807, with a population of 7,000,000, under the low duty system. In support of this, he adduces the following tables:—

TABLE of Foreign and Domestic Exports from the United States, from 1791 to 1807.

Y E A R S.	Exports.	Population.	Y E A R S.	Exports.	Population.
	dollars.	number.		dollars.	number.
1791..	19,012,041	4,000,000	1800.....	70,971,780	5,340,000
1792..	20,753,096		1801.....	94,115,925	
1793..	26,109,572		1802.....	72,483,150	
1794..	33,020,333		1803.....	55,800,033	
1795..	47,080,472		1804.....	77,090,074	
1796..	67,064,007		1805.....	95,566,021	
1797..	55,850,206		1806.....	101,536,563	
1798..	61,527,067		1807.....	108,343,150	7,000,000
1799..	78,668,522		1808.....	embargo	

TABLE of Foreign and Domestic Exports from the United States, from 1817 to 1843.

Y E A R S.	Exports.	Population.	Y E A R S.	Exports.	Population.
	dollars.	number.		dollars.	number.
1817..	87,671,560	9,000,000	1831.....	81,310,583	
1818..	93,281,133		1832.....	87,176,943	
1819..	70,142,521		1833.....	90,140,433	
1820..	69,601,660	3,638,000	1834.....	104,336,072	
1821..	64,974,382		1835.....	121,003,577	
1822..	72,160,281		1836.....	128,663,640	
1823..	74,699,030		1837.....	117,419,373	
1824..	75,886,057		1838.....	108,486,916	
1825..	99,535,368		1839.....	121,029,416	
1826..	77,595,322		1840.....	128,685,046	17,000,000
1827..	82,324,629		1841.....	121,581,868	
1828..	72,264,080		1842.....	104,691,534	
1829..	72,308,671		1843.....	....	18,500,000
1830..	73,840,508	12,866,000			

"As there is, in making out tables of this kind, an apparent intricacy, so far as regards re-exports, it is proper to give Mr. Benton's explanation, that, in comparing, the two periods, it makes no difference whether the re-exports are included or not. He says, 'I fully understand the nature of our neutral position during the wars of the French

Revolution, and the effect which that neutrality had in promoting imports for re-exportation. We re-exported much from 1791 to 1807, and have re-exported exactly as much from 1817 to 1844! Mexico, South America, and the West Indies, have opened new markets for our re-exportations; and it is a fact, proved by the custom-house returns to be the same; 520,000,000 dollars are, as near as I can ascertain from the most careful research, the amount of re-exportations for each period; so that, in a comparison of the foreign trade in each period, they may either be both omitted or both included, as the speaker pleases. Finding them included in the tables, I choose to use them in that way. The table of revenue has already settled the question in favour of the large amount of foreign goods which remained in the country for consumption. "Duties were only paid on the amount so remaining; and a revenue of 16,000,000 dollars, or 17,000,000 dollars from customs, with the few duties then paid, show that the importations for home consumption were greater then than now."

"Assuming the average exports of the present day to be 100,000,000 dollars, Mr. Benton says, take from this sum the article of cotton, now forming two thirds of our exports, and contrast the balance with that of the exports of 1807, when cotton formed an inconsiderable item, and an immense falling off will be apparent in our exports of agricultural products. Had our exports not been checked by the high duty system, affecting imports, and had they been allowed to increase, in the ratio of the increase of population, to that increase would have been superadded the item of cotton; so that, when all this is considered, Mr. Benton says, 'the decline of agriculture, and of the foreign commerce founded upon it, becomes appalling. Leaving out cotton, and the agricultural exports are less now than they were in 1808. They then amounted to 48,000,000 dollars; they only amount to about 100,000,000 dollars now, of which cotton is near two-thirds.'

"In relation to imports, Mr. Benton says, 'After this exposition of our exports under the protective system, it is hardly necessary to trouble the Senate with any detailed view of our imports during the same period. They are obliged to partake of the same character, and such is the fact. They have risen as high as 190,000,000 dollars; they have fallen as low as 64,000,000 dollars; and they have plunged and floundered backwards and forwards at all amounts between these two wide extremes. They are now at about 100,000,000 dollars, which is less than they were at thirty years ago."

"Mr. Benton next proceeds to his third proposition—that manufacturers were flourishing and prosperous before the late war; and would, under the old system of duties have so continued. To show their standing at the close of his first period of twenty-five years, he refers to the census of 1810; in which, however, he states, many imperfections occur, which induced Congress to pass a joint resolution on the 19th of March, 1812, directing the secretary of the treasury, Mr. Gallatin, to have the returns digested and perfected. For this purpose Mr. Gallatin employed Mr. Tench Coxe, of Philadelphia, an eminent advocate of manufactures and a writer of twenty-seven years' standing. He took two years to verify his statements, and after great labour and care presented them. From his report Mr. Benton read several passages, in which it appears that the manufactures of the United States in 1813, with a population of 8,000,000 amounted to 200,000,000 dollars, advancing at the rate of twenty per cent per annum. Here, says Mr. Benton, 'are two striking facts, that manufactures had been advancing at the rate of twenty per cent, and that they amounted to 200,000,000 dollars in a population of 8,000,000.

Population was only advancing at the rate of three per cent per annum; foreign commerce was only increasing at a moderate rate; agriculture was steadily but moderately advancing; but manufactures were going ahead of all other interests, advancing twenty per cent per annum, before protection was invented, and before politicians had taken it into their heads to become their patrons. Mr. Coxe, too, in his report, compares the condition of manufactures at that time, with their condition in England at the nearest approximate period of time in which its population was at the same standard; and the result is, that England proper, in 1787, having a population of 8,500,000, had manufactures, after taking 500 years to bring them to the perfection they then had attained, amounting to 266,000,000 dollars. Here was a striking fact, that manufactures of the United States, under low duties, affording but incidental protection,

within thirty years after the country had achieved its independence, had nearly overtaken England, which required 500 years to reach the same goal. Mr. Coxe's work further proves, that cotton factories were well established and able to stand alone, in 1810, in Rhode Island, Connecticut and Massachusetts; so it was with regard to all other branches of manufactures, with respect to which the statistical details gleaned by Mr. Coxe are most abundant. From his report Mr. Benton quotes very copiously in support of his general proposition. Two passages, in italics, Mr. Benton thinks deserve marked attention. They are as follows:—

"The facility of retaining and steadily extending this valuable branch (the manufacturing) of the national industry, is manifested by its very early and spontaneous commencement in every county and township, and by its nearly spontaneous and costless growth, with such aids only as have not occasioned any material expense or sacrifice to agriculture or commerce, since they were chiefly incidental to necessary revenue, or resulted from our distance from the foreign consumers of our productions and manufactures of our supplies."—Page 50. "Such are the principal facts which occur to recollection at this time, evincing the benefits to owners and cultivators of the soil, from the manufactures which have arisen unforced in the United States. Their principal protection by duties is incidental. Those duties were imposed to raise the necessary revenue, but greatly favoured the manufactures."—Page 29, Introduction.

"'Such,' exclaims Mr. Benton, 'were the causes of the growth of manufactures among us. They grew up of themselves, without the knowledge of politicians, and without any aid from federal legislation, except the incidental assistance from the imposition of revenue duties. Their growth was natural—without injury to commerce or agriculture—without injury to revenue; and, what is not to be forgotten, not only without a word of discontent or dissatisfaction in any part of the union, but with the absolute approbation of all.' Mr. Benton then dwells upon the fact, that Mr. Coxe, looking to the future, says not one word about a tariff; the word tariff, is not once mentioned in his book. He speaks only of a safe, cheap, benevolent, and infallible method of promoting manufactures, by the diffusion of skill, multiplication of machinery, adoption of new improvements, the application of steam-power, the education of the operatives, and the cultivation of good feelings in every part of the union; 'but not a word,' adds Mr. Benton, 'about protective duties and minimums—not a word about the tariff.'

"Mr. Benton next adverts to the present condition of manufactures, taking the census of 1840 for reference. He adduces the statistics of products, contrasted with the capital invested in each branch of manufactures, with a view of showing that they are in various instances from 100 to 300 per cent—enormously beyond the yield of products from capital invested in agriculture or other pursuits. He adverts to the large semi-annual dividends, acknowledged by manufacturers under the protective system, and supposes these are not half the reality, if the reserved surpluses were brought to light. He argues that manufacturers are in no need of such enormous protection as the act of 1842 gives them; and that, to persist longer in requiring more than thirty or thirty-three and a third per cent for a maximum, must be suicidal to themselves, as they will rouse the indignation of the mass of the people, who are already aware that they have been 'most magnificently humbugged and bamboozled.' Under the good old system, which he recommends a return to, the manufacturers would thrive as they did in 1810, harmony would prevail, and, above all things, stability would be secured to them."

The tariff bill, prepared by the Committee of Ways and Means, was rejected, and the commercial tariff of England was as usual urged as a defence of the tariff of 1842, by the Committee on Manufactures.* 'We believe, however, that

* "The committee (on Manufactures, 1844) see nothing in the policy of the other nations which would justify us in adopting the delusive theory of free trade. The new tariff of Great Britain, which has been lauded as the harbinger of a commercial millennium, is highly restrictive in its character. It contains many reductions from her old system, but most of them are of but little practical consequence to us. Some articles which were formerly prohibited she now admits,

sound fiscal and commercial views will prevail in the United States, and that a liberal commercial system will be established. The recent report (Dec. 1845) of Mr. Walker, the Secretary of the Treasury (see *Finances of the United States*), appears in support of this belief. The greatest minds in the republic have advocated sound commercial principles: Mr. Calhoun, Mr. Mac Duffie, Mr. Woodbury, Mr. Mackay, Mr. Benton, and many others in and out of Congress; the late Mr. Râguet, and several able writers; and it is remarkable, that many of the latter writers are in the New England states. The freedom of commercial

but on a duty so nearly prohibitory that they cannot be imported, except in extreme cases. Another large class of articles, on which she has made liberal reductions, consists of raw materials used in her manufactures; and such reductions render her policy more protective. On manufactured articles her duties are generally low, for the plain reason that she fears no competition on such fabrics. But when she comes to any article where other nations are in advance of her, she is careful to impose a duty sufficient to protect her own interests. Take silk for example; fearing the competition of France, Italy, &c., she imposes an average duty of about thirty per cent on imported silk, which is much higher, under the circumstances, than we impose on the same article. Our duty on silks will average about thirty-three per cent, being nominally three per cent higher than that of Great Britain. But when we take the situation of the two nations into view, her duty will be found to be much higher in effect—much more protective than ours. Labour and capital, the two great elements which go into all manufactures, are nearly as cheap in Great Britain as on the continent; and in skill she may be considered as their equal. Under these circumstances, a duty of thirty per cent is a high duty. But with us the case is certainly different. Our capital costs one-third more, and our labour nearly three times as much, as they would in France or Italy. This, to all practical purposes, brings our duty on silks down to one-half the rate imposed by Great Britain. In her situation, thirty per cent would be as protective as sixty would be in ours. England has the advantage of us in the cheapness of her labour and capital; and as she is compelled to impose high duties in certain cases, it cannot be thought strange that we find it necessary.

“But what is the free trade that England tenders to us? On what terms does she receive our staples? Why she imposes the following rate of duties upon our products: Salted beef, sixty per cent; bacon, 109 per cent; butter, seventy per cent; Indian corn, average thirty-two per cent; flour, average thirty-two per cent; resin, seventy-six per cent; sperm oil, thirty-three per cent; sperm candles, thirty-three per cent; tobacco, unmanufactured, 1000 per cent; tobacco, manufactured, 1200 per cent; salted pork, thirty-three per cent; soap, 200 per cent; spirits, from grain, 500 per cent; spirits, from molasses, 1600 per cent. On these fourteen articles she imposes an average duty of 355 per cent, a duty vastly greater than we impose upon any of her fabrics. It is idle, therefore, to pretend that she extends to us any thing like free trade.

“Her policy is also seen in the differential duties which she imposes. While Great Britain imposes a duty of 14s. per cwt. upon bacon imported from the United States, she admits it from her own provinces on a duty of 3s. 6d.; and while she imposes a duty of 16s. per barrel upon our beef, she admits beef from her provinces on a duty of 4s. On sperm oil, from our fisheries, she imposes a duty of 15s. per tun, on oil from her colonies 1s. per tun; on our rice she imposes a duty of 6s. per cwt., on rice from her provinces 6d. per cwt. On the products of the forest this principle is still more strikingly illustrated. On oars from the United States, she collects a duty of thirty-six dollars per 120, on the same from her own provinces a duty of ninety cents; on handspikes from the United States nine dollars sixty cents per 120, from her provinces twenty-four cents; on firewood from the United States two dollars forty cents per 216 cubic feet, from her provinces free. These articles will serve, as a specimen, to illustrate the policy of Great Britain; and they show, beyond controversy, that the first object of her tariff is to sustain her own industry and promote her own interests.

“The committee, then, come to the conclusion, after all the examination they have been able to give the subject, that the corn trade with England cannot be relied upon with any degree of certainty. The sliding scale, which we cannot flatter ourselves will be removed, gives the north of Europe a decided advantage over us. When there is an improvement in the English market, the news can be conveyed to Hamburg, &c., in the space of two or three days, and a supply can be forwarded before the price has declined. But with us it is different. Even by the steamers, we do not usually receive intelligence from England until fifteen to twenty days after date; and then an entire month would be necessary before our wheat or flour would reach the English market. In

intercourse, and its influence on morality and civilisation, has never been more beautifully and forcibly illustrated than in the writings of the great Channing.*

There are no bonding warehouses in the United States, and this circumstance adds to the other restrictions of the whole fallacious system of customs duties and regulations, which we have endeavoured to exhibit in greater detail than may have been necessary, were it not important to afford such information as we have been enabled to collect, upon a question so interesting, to the two greatest commercial and maritime states in the world.

If there be one course of policy, more than another, which we would advocate—to which we would devote our labours, in order to aid in obtaining the only certain *guarantee* of peace and of friendship, between two great nations, who, in language and race, are one people—that course of policy is to establish the least possible restrictions on the interchange of the commodities of the one country in the other—upon the arrival at, remaining in, and departure from, of the ships and citizens of America, in every British port and place in the universe—of British ships, and subjects, in every port, and place, within the American regions.

If ever the history of the world presented two states in a position, and condition, to do each other the utmost possible good, or the greatest possible evil—such are the actual positions, and actual conditions, of the United Kingdom and the United States. These constitute subjects of serious consideration for the governments, and for the people, of both England and America.

Awful, indeed, would be the consequence, if those wild or foolish politicians, who, from ignorance, vanity, ambition or with more dangerous and unprincipled designs, would involve the British and American powers in the certain calamities of war, by misguiding the people, and the governments, of both countries. Civilisation in America, and in Europe, would, for the time, be paralysed; and, not only the present generation, but succeeding generations, would suffer, grievously, by an interruption of peace, and intercourse, between the members of a great family :

1841, there were sixty-eight ships laden in whole or in part with grain from the United States to Great Britain; and the average length of the voyages was thirty days. In every point of view in which we can contemplate this subject, we discover nothing to encourage the hope that we may soon find in the English market a demand for our surplus grain at remunerating prices."

* The exhortation of the philanthropic Channing, contains the following beautiful passage, given not long previous to his death: "Allow me to say a word to the merchants of our country on another subject. The time is come when they are particularly called to take yet more generous views of their vocation, and to give commerce a universality as yet unknown. I refer to the juster principles, which are gaining ground on the subject of *free trade*, and to the growing disposition of nations to promote it. Free trade! this is the plain duty and plain interest of the human race. To level all barriers to free exchange; to cut up the system of restriction, root and branch; to open every port on earth to every product; this is the office of enlightened humanity. To this a free nation should especially pledge itself. Freedom of the seas; freedom of harbours; an intercourse of nations, free as the winds; this is not a dream of philanthropists. We are tending towards it, and let us hasten it. Under a wiser and more Christian civilisation, we shall look back on our present restrictions as we do on the swaddling-bonds by which, in darker times, the human body was compressed."

who, though divided as to their governments, are, nevertheless, in spite of their respective prejudices, bound together as one people: by the inseparable union of speaking the same language; of being educated in schools, in which the same lessons are taught,—and trained at firesides, where the mothers instil into their children the same virtues; by reading the same literature; by studying similar laws,—professing, generally, the same religion; by cherishing the same domestic associations; practising, from hereditary and common usage, the same manners; by having, until a very late period, a common history: in short, by inheriting their vices and virtues, and their folly and wisdom in common.

It has been the long, and serious, contemplation of these grave circumstances, which has at all times,—while in America,—and while in Europe, urged, and does, and will, hereafter, urge us to advocate and promote every measure, which materially, morally, and honourably, can strengthen the ties that will bind and maintain, in peaceful harmony, the whole British Empire and the United States of America.

SECTION XVI.

SPANISH AMERICAN REPUBLICS.

CHAPTER I.

SPANISH COLONIAL POLICY.

THE Republics of Mexico and of Central and of South America, exhibit in their political, moral, social, productive, and commercial condition, an extraordinary contrast to the progress and present state of the great Anglo-American Republic.

It was the misfortune of the former, to have been, previously to their independence, ruled, or rather awed into passive obedience, by the most darkening, monarchical and ecclesiastical, government: a government, and hierarchy that grew up, and acquired strength, during centuries of ignorance, tyranny, bigotry, and intolerance: under a government, and a church, that profited not by the march of modern civilisation, and religious liberty; but that enchained the freedom of written, and spoken language, and the expansion of the intellectual faculties.

The history of the Spanish colonies, is not celebrated by examples of that persevering, laborious, and enduring character,—animated, and cherished, and supported by the spirit, and the love, of civil and religious liberty, which so eminently distinguished the Pilgrim Fathers, the Quakers, and even the British Roman Catholics,—who first encountered and overcame all the privations, difficulties, and dangers of the American wilderness.

The character and conduct of the conquerors and colonists of Spanish America, and of their civil and ecclesiastical government ever afterwards, present a contrast, which, on becoming independent of Spanish authority, rendered the moral, intellectual, and even physical character of the people, and of those who were called upon to rule, incompatible with intelligent, tolerant government,—with impartial justice,—and with civil and religious liberty.

The colonial policy of Spain was selfish, intolerant, restrictive, and fallacious, from the foundation of the first settlement, in Hayti, until the expulsion of Spanish power from the continent of America.

This policy excluded all but Spaniards from those regions, and confined the trade to a direct intercourse with Spain. Agriculture was discouraged, in order that Spain might possess the monopoly of supplying with food all the people of the vast territory conquered, by her adventurers, in the West. Spain proved haughty and intolerant; based her commercial and colonial system, on possessing and securing within herself all articles of necessity—all kinds of luxury—all the materials of wealth—all the elements of power. First, by prohibiting the entrance for home consumption of the products of any country, except those of her colonial empire; and secondly, by forcing the latter to consume no manufactured article, and none of food, except those exported from certain ports in Spain. This pernicious legislation was grounded on the specious policy,—that, as all the precious metals would necessarily be transported to the mother country, they would remain in Spain, if they were not required to pay for

foreign commodities ; that the precious metals constituted riches ; and that wealth constituted power.

But in defiance of this fallacious policy, the gold, silver, and precious stones flowed off to foreign countries, both from the colonies and from Spain, nearly as rapidly as they were robbed from the natives of Hayti, Mexico, and Peru,—or drawn from the mines, by the millions of American and African slaves, who have been exterminated, under the cruel toils to which they were, by avarice and tyranny, doomed.

The effects which resulted from the Spanish conquests, in the islands, and on the continent of America, are remarkable. Into no country did such immense treasures flow as into Spain. In no country was there so little money to be found, either in circulation, or in the royal treasury. There was neither order nor economy in the finances of the government, nor in the expenditure of individuals. Money was borrowed at usury. Gold and silver, which the galleons brought annually to Cadiz from the New World, did not suffice to pay the debts which Spain owed in the Old. Agriculture, at home and in the colonies, was despised and neglected. Other branches of industry decayed, and several disappeared altogether. The Indies, instead of strengthening the power of Spain, rendered that monarchy gradually impotent in Europe. This poverty and weakness was chiefly caused by the genius of the Spanish policy. In order to retain conquests, the natives were exterminated. The spirit of government was tyranny,—the doctrine of the church was persecution,—the maxim of trade was monopoly. The long duration of those fallacies, rendered them, in Spanish wisdom, venerable. The Spaniards, believed the precious treasures of the New World exhaustless. They imagined their power invincible. Their ambition and pride measured no limits. The consequent wars in Europe, and the retention of the Indies, diminished the number of inhabitants,—and demoralised the remaining population. The country became exhausted, by its decreased powers of production at home, and by the plunder of its fleets by the enemy. The Spanish troops were ever brave,—yet they were ill paid, badly fed, and wretchedly clothed. They were skilfully disciplined, and gallantly commanded,—but they were generally defeated. The people of the united provinces—a mere fragment of Spanish dominion, a marsh, a debris of river deposits, and sea sand, assumed and effected independence,—and constructed fleets, which swept those of their former tyrants from off the ocean. Spain, by insulting, roused and organised the power of other nations. Of England and France, Spain was especially jealous. England, and afterwards Holland, became her most formidable naval rivals. The precious metals of America enervated the Spaniards. The spirit of industry, trade, and navigation rendered the English and Dutch active, hardy, bold, and victorious.

The enterprising Anglo-Saxon colonists, who planted the New England and middle provinces of North America, were not slow in discovering profitable channels of commerce ; and they soon commenced a very lucrative contraband trade with the Spanish settlements in Cuba, Mexico, and South America. It rapidly increased to a prodigious value and certain gain, by the interchange of all sorts of British manufactures for the precious metals and gems. These were nearly all remitted to England. A small part only was retained for a currency in the British plantations. The Spanish colonists gave all possible, illicit, encouragement to a commerce, which supplied them with the best articles, at half the price that were paid for those of the parent country. The Spanish colonial authorities contrived to share in the profits, and connived at a trade, which was undermining the whole commercial and colonial policy of Spain.

The Spanish monarchy, at length, to suppress this commerce, stationed a

fleet of guarda-costas along the shores of Cuba, Porto-Rico, and the Gulf of Mexico. The indiscriminate seizure of all British vessels, met with near those coasts, was the chief cause of the war of 1734 between Great Britain and Spain.

After the war, the contraband trade with the Spanish settlements was resumed with activity by the Anglo-American colonists, until the English government agreed to assist Spain in effectually suppressing it. British war-cruisers were directed to seize, in order to be confiscated, all British merchant vessels found near the shores of the Spanish colonies. The avidity and severity of the commanders of these cruisers nearly destroyed the trade, and formed one of the great causes of discontent which led to the American revolution. After the independence of the United States, the contraband trade with the Spanish colonies was resumed, and continued with extraordinary activity and success, both from the continental ports of Anglo-America, and from the Bermudas, Bahamas, and other places, until the year 1809, when the Spanish West Indian and American ports were, by necessity, in consequence of the peninsular war, opened to foreign trade. But, while we are compelled to expose the pernicious effects of the colonial system acted upon by Spain, the unwise commercial policy, and the previous legislative acts, of England, before the independence of the British Provinces, and afterwards, until the opening the ports of the Spanish colonies, will not admit of justification.

By the treaty between Great Britain and Spain, signed at Madrid, 13th (23d) May, 1667, it was provided that, perfect reciprocity of navigation and trade should be established between the King of Great Britain and the King of Spain, and their respective people, subjects and inhabitants. These privileges are stipulated for, in the fullest manner, both as to subjects, merchandise, and the duties to be paid.* These privileges extend to all dominions, including colonies and islands; but, as Great Britain and Spain both restricted the trade of their colonies to the mother country of each, it was stipulated, that the immunities and privileges, provided for in the treaty of 1667, were not to extend to the colonies, unless such intercourse should be at any future time allowed to the ships and subjects of any other foreign state. The treaties of peace and of friendship signed at Utrecht, between Great Britain and Spain, 2d (13th) of July, 1713, provided, that all privileges of trade and navigation, which should be enjoyed or granted, by either contracting power to the subjects of any other foreign state, should also be enjoyed in all the ports and dominions of the Kings of England and Spain, by their respective subjects.

All the foregoing treaties were renewed by the treaty of Versailles, 1783, and by the treaty of 5th of July, 1814. Both England and Spain have generally observed the faith of these treaties, and the wines of Spain, and of the Two Sicilies under Spain, have been treated upon their importation into England upon the same terms, as to duty, as those of Portugal under the Methuen treaty; while those of France and Germany continued to be subjected to a high differential duty. Any breach of faith, in regard to these treaties, will be found attributable to the frequent wars between the two countries,—to misinterpretations put on their provisions by the custom-house authorities in Great Britain and Spain, and to the suddenly disturbed administrations of the latter, which resulted, generally, in power being held by those who were ignorant both of commerce and of commercial treaties; and of whose neglect it would be not only unworthy, but dishonourable in a great nation to take advantage.

Although the ports of Spain, in the West Indies, and America, were opened to foreign trade in 1809, the old system of monopoly would have probably been

* See Articles 4, 5, 6, 7, 8, 10, and 11; and 38th of the Treaty of 1667.

† See Article of Treaty of 1670. See Treaty of Utrecht, 1713.

renewed, at the peace, had not Spanish trade and industry been thoroughly paralysed before the year 1814. When the Spanish American republics achieved their independence of Spanish monarchical rule, the leading men, and the whole people, were not only ignorant of the true principles of trade and industry, but they retained, by tradition, and by habit, an hereditary attachment to all that was unsound in the old Spanish colonial policy, and to all that was bigoted in the church. This was especially true in regard to Mexico: and to this ignorance, and to this intolerance, may we assuredly ascribe the impotent condition of that naturally rich, and still extensive, republic.

If we compare the natural fertility, and numerous advantages of the countries in America, discovered, conquered, and planted, by Spain and Portugal, and compare their present population, condition, and power, with those discovered, conquered, and colonised by the Anglo-Americans, we may form something like a conception of what would have been, at this day, the productive riches, and the internal, and external commerce, and navigation of Mexico, of Guatemala, of Brazil, and of the several republics of Spanish America, had they been colonised by a race animated and conducted by the same spirit, habits, industry, intelligence, and invention, which in agriculture, in the arts, in navigation, and in commerce, have distinguished the Anglo-Saxon race.

We have collected and condensed, with great labour, care, and expense materials in order to enable us to present to the public, the commercial and industrial statistics of the Spanish and Portuguese settlements in America. Our manuscripts, statements, and tables, would form many volumes in print. But such has been the vacillating legislation of those governments, that we are compelled to make but scanty use of those statements, and tables, and we shall confine our statistical accounts of these countries to such information only as we consider the most accurate, and most useful to manufacturers, merchants, and ship-owners.

CHAPTER II.

DIVISIONS OF SPANISH AMERICA UNDER THE MONARCHY.

PREVIOUSLY to the independence of the countries, in North and South America, comprised under the regal government of Spain, the Spanish colonies were administered in the following arrangement: viz,—

- 1.—In NORTH AMERICA—The *Viceroyalty of New Spain*, and the *Captain-generalship of Guatemala*.
- 2.—In SOUTH AMERICA, the *Viceroyalty of New Granada*, the *Captain-generalship of Caraccas*, the *Viceroyalty of Peru*, the *Viceroyalty of La Plata*, or *Buenos Ayres*, and the *Captain-generalship of Chili*.

The population of these vast regions, we believe never to have been, even as an approximate statement, ascertained. The following table is compiled on the authority of Humboldt, Alcedo, and others; and is estimated to include the natives and slaves:—

COUNTRIES	Inhabitants.	Acres.	CAPITALS.	Inhabitants.
	number.	number.		number.
New Spain.....	6,300,000	1,000,000	Mexico.....	187,000
Guatemala.....	1,200,000	180,000	Guatemala.....	19,000
Cuba.....	600,000	43,350	Havannah.....	25,000
Puerto Rico.....	136,000	3,666	Puerto Rico.....	very populous.
New Granada.....	1,800,000	....	Santa Fé de Bogota.....	20,000
Caracas.....	900,000	....	Caracas.....	20,000
Peru.....	1,200,000	3,350,000	Lima.....	24,000
Chili.....	800,000	....	Santiago.....	25,000
Buenos Ayres or La Plata.	1,100,000	....	Buenos Ayres.....	60,000
Making.....	14,336,000	5,272,215		

The above is exclusive of the unnumbered Indians of the Viceroyalty of La Plata. The Portuguese subjects in Brazil were estimated at the same time, to amount to 3,000,000: of whom one million and a half were slaves, one million Indians, and the remainder of European race.

Of the above total of 14,336,000 souls, there were 3,000,000 whites born in the country, 200,000 Europeans, and the remaining 11,136,000 were Indians, negroes, and mixed races, or castes, of which the Indians amounted to by far the greater proportion. The negroes in Caracas amounted to 54,000, in Cuba to 212,000; the other states having comparatively very few slaves.

I.—VICEROYALTY OF NEW SPAIN.

Under the Viceroy, and the Supreme Councils (*Audiencias Reales*), New Spain was sub-divided into the three Provinces of *New Mexico*, and *Old and New California*, and the twelve intendencies of *Durango*, or *New Biscay*, *Sonora*, *St. Louis Potosi*, *Zacatecas*, *Guadalajara*, *Valadolid*, or *Mechoucan*, *Mexico*, *Puebla*, or *Iluscala*, *Vera Cruz*, *Oaxaca*, or *Guazaca*, and *Merida*, or *Yucatan*.

The whole administration may be said to have been under the absolute despotism of the viceroy, the archbishop, and bishops, and the *Audiencias Reales*.

II.—CAPTAIN-GENERALSHIP OF GUATEMALA.

The account which, in its spirit, and in the simplicity of its description and statements, conveys the best proof of authenticity relative to this captain-generalship, under the Spanish sovereignty, is the work of Don Domingo Quarraz, a native of the country. According to his authority, the government of this kingdom, as it was then named, was administered by the royal audiencia of Guatemala, the president of which was governor and captain-general of the kingdom, having a great number of inferior officers for the better regulation of the provinces. The spiritual affairs were directed by the Archbishop of Guatemala and three suffragans, except in the small district of I'ten, which was under the charge of the Bishop of Yucatan. The ecclesiastical division of the kingdom consisted of four bishoprics, viz., Guatemala, which as metropolitan, extended over the whole kingdom; but the peculiar territory of the archbishopric of Guatemala extended 214 Spanish leagues from the plains of Motocinta, the most westerly village of the diocese, to the boundaries of the curacy of Conchagua, the most easterly; and 116 leagues from the Gulf on the northward, to the shores of the Pacific southward. In this district there were 108 curacies, twenty-three collated curacies of regulars, sixteen under charge of the Dominicans, four of the Franciscans, and three of our Lady of Mercy; 424 parochial churches, and 539,765 inhabitants. This bishopric was erected by Pope Paul III, under a bull bearing date December 18, 1534; from that period to 1809 the chair has been occupied by seven archbishops and sixteen bishops. The second bishopric is Leon, having jurisdiction over the intendancy of Nicaragua, and the government of Costa Rica: in it there were thirty-nine

curacies, three establishments for the conversion of infidels, eighty-eight parochial churches, and 131,932 inhabitants. From its erection to the year 1809, this diocese has had thirty-seven bishops. The third was Ciudad Real, its jurisdiction comprehended the three divisions of the intendancy of Chiapa; it contained thirty-eight curacies, 102 parish churches, and 69,253 inhabitants. The fourth is Comayagua, the jurisdiction of which was confined to the intendancy of Honduras: within its territory there were thirty-five curacies, one establishment for the conversion of infidels, 145 parish churches, and 88,143 inhabitants.*

The civil government of the kingdom was divided into fifteen provinces, of these eight were superior *alcaldias*, viz., Totonicapan, Sololá, Chimaltenango, Sacatepeques, Zonzonate, Verapaz, Escuintla, and Suchiltepeques; two were *corregidorships*, viz., Quezaltenango, and Chiquimula; one a government, Costa Rica; and four were intendancies, Leon, Ciudad Real, Comayagua, and St. Salvador. Five of these provinces were situated on the shores of the Pacific; five on the Atlantic, and five interior.

In Guatemala, as well as in all other parts of Spanish America, the real power exercised by the bishops and other ecclesiastics, was much greater than that exercised by the civil government.

III.—VICEROYALTY OF NEW GRANADA.

New Granada was bounded on the north by the Caribbean Sea, and the province of Costa Rica in the kingdom of Guatemala; on the east by the government of Caraccas, Spanish Guiana, and Portuguese Guiana; on the west by the Pacific Ocean; and on the south by the river Marañon, and the viceroyalty of Peru: it extended from 3 deg. 30 min. south latitude, to 12 deg. north latitude.

This extensive viceroyalty was divided into numerous provinces, governed by intendants and governors under the orders of the viceroy.

These provinces were named Jaen de Bracamoros, Quixos, Maynas, Quito, Tacamees, Popayan, Antioquia, Santa Fé, San Juan de los Llanos, Merida, Santa Marta, Carthagena, Choco, Darien, Panama, and Veragua; the three last of which were known by the distinctive appellation of *Tierra Firme*.

IV.—CAPTAIN-GENERALSHIP OF CARACCAS.

Caraccas is named after a tribe of Indians, and given to the country which included New Andalusia, or Cumana, with Margarita, Barcelona, Venezuela or Caraccas Proper, Maracaybo and Coro, on the coast of the Caribbean Sea, Varinas and Spanish Guiana, in the interior.

It was bounded on the north by the Caribbean Sea, east by the Atlantic, south by Peru and Dutch Guiana, and west by the kingdom of Santa Fé or New Granada.

Caraccas was subdivided into seven provinces: viz., New Andalusia or Cumana, Barcelona, Venezuela or Caraccas Proper, containing Venezuela and Coro, Maracaybo, Varinas, and Guiana, with the detached government of the

* In computing the number of inhabitants of the kingdom: parishioners of the dioceses, and inhabitants of the provinces, recourse has been had to the census taken by order of the King of Spain in 1788, as being the most recent and complete that could readily be consulted, because it gives the numbers in the separate provinces and districts. It may, however, be considered too low; for, by comparing it with the enumerations made by order of the bishops, there has been found a material discrepancy; if we add together the numbers of the different districts of the bishopric of Comayagua in the royal census of 1778, the amount will be no more than 81,143; whereas, that taken by order of the bishop in 1791, makes the number 93,501. In Chiapa, in 1778, the number given was 62,253, but, by a census in 1796, it was 92,001: similar increase has been perceived in the other two dioceses.—*Alcedo*.

island of Margarita; the whole of these were under the superintendence of a personage of the highest rank, who was styled captain-general of the provinces of Venezuela, and the city of Caraccas.

V.—VICEROYALTY OF PERU.

Peru, as a viceroyalty, was bounded on the north by the southern provinces of Quito, Maynas,* Jaen de Bracomaros, and Guyaquil; on the west by the Pacific Ocean; on the east, by the Portuguese possessions, and the provinces of Buenos Ayres; and on the south, by the government of Chili and the viceroyalty of La Plata. It was formerly the most extensive kingdom of South America, but in the year 1718 the provinces of Quito in the north, as far as the river Tumbes, were annexed to the government of New Granada, and in 1778, Potosi, and several other of its richest districts, on the east, were annexed to the viceroyalty of Buenos Ayres. It extended, therefore, from the Rio Tumbes, in 3 degrees 30 minutes, south latitude, to the chain of Vilcanota, in 15 degrees south latitude.

Its eastern settlements bounded on Colonna, or the land of the missions, the Pampas del Sacramento, and the region of the savage nations of the Pajonal, a vast steppe covered with long grass.

Peru was, as a viceroyalty, divided into seven intendancies, viz.—Truxillo, Tarma, Huancavelica, Lima, Huamanga, Arequipa and Cuzco, each of which was governed by an intendant, nominated by the viceroy, a nobleman of the highest rank, who was sent from Spain, and whose appointment was one of the first consequence in Spanish America.

The salary of the viceroy was only 12,600*l.*, but enormously augmented by the monopoly of certain manufactures, by grants, and by the colonial situations and titles he could confer.

Peru was the seat of two royal audiencias, that of Lima and that of Cuzco. The audience of Lima was established in 1543, and was composed of a regent, eight oidores or judges, four alcaldes, and two fiscals, the viceroy being president. It was divided into three chambers, and was the superior court of appeal for the whole government. The royal treasury was the next great office of state, composed of the viceroy, the regent of the council, the dean of the tribunal of accounts, and other officers, and the revenue appeals were determined by the tribunal of accounts.

VI.—VICEROYALTY OF BUENOS AYRES, OR LA PLATA.

This viceroyalty was bounded on the north by the vast steppe of the Amazons, or, according to some authorities, by that great river itself; on the east the territories of the Portuguese and the Atlantic ocean were its limits; on the west it was divided by the Andes from Peru and Chili, having also a province bordering on the South Sea; and on the south its boundary was the Pampas and Patagonia.

From Cape Lobos on the Atlantic to the most northerly settlements on the Paraguay, its extent was estimated at 1600 miles; and from Cape St. Antony, at the mouth of the Plata, to the Andes of Chili, its breadth was about 1000 miles.

This extensive region was erected into a viceroyalty in 1778, and at that time several provinces were added to it from Peru and Chili. It was divided into five governments, Los Charcas, Paraguay, Tucuman, Cuyo, and Buenos Ayres, which were again subdivided into departments and districts.

The whole was governed by a viceroy, and the ecclesiastical affairs of the country were under the guidance of the archbishop of La Plata, in Charcas, who had six suffragans.

VII.—CAPTAIN-GENERALSHIP OF CHILI.

The kingdom of Chili or Chilé was the most southerly of the governments which composed the Spanish American empire.

It extended from the 24th degree to the 45th degree of south latitude, and comprised the continent bounded by the ocean on the west, and the Andes on the east; with the islands on its coasts. Its greatest length was about 1260 miles, and its greatest breadth 300.

It was bounded on the north by La Plata, and from Peru it was separated by the desert and province of Atacama; on the east it was bounded by the Buenos Ayrean provinces of Tucuman and Cuyo, and by Terra Magellanica, or Patagonia; on the west, the Southern Pacific washed its shores; and on the south, the unconquered and desert countries of Terra Magellanica, completed its limits.

Chili was governed by a personage of high rank, appointed by the court of Madrid, and who held the title of Captain-General of the kingdom of Chili, having under his orders all the inferior governors of departments and military posts. He was likewise commander-in-chief of the Chilian forces, and president of the court of the royal audiencia of Santiago.

Chili was divided into continental and insular partidos, or departments, over which intendants, or lieutenants, presided.

The continental part, or Chili Proper, was divided into thirteen partidos, which extend from the twenty-fourth degree to the thirty-seventh degree of south latitude, and were named Copiapo, Coquimbo, Quillota, Aconcagua, Melipilla, Santiago, Rancagua, Colchagua, Maule, Itata, Chillan, Puchucay, and Huilquilemu. From the thirty-seventh degree to the islands of Chiloe, the country was chiefly under the power of three native tribes, the Araucanians, the Cunches, and the Huilliches.

Insular Chili, comprehending the archipelago of Chiloe, and Chonos or Guaytecas, and the Andean parts of Chili were inhabited by independent tribes.

CHAPTER III.

SPANISH AMERICAN REPUBLICS.

ALL the power of Spain has disappeared in continental America and we have now to refer to its subdivisions as republican governments.

POPULATION of each, as stated in the American Almanac for 1845.

COUNTRIES.	Popu- lation.	CAPITALS.	COUNTRIES.	Popu- lation	CAPITALS.
SPANISH REPUBLICS OF NORTH AMERICA.	number		Spanish Republics of S. America (<i>cont.</i>)	number	
Mexico.....	7,044,140	Mexico.	Bolivia.....	1,500,000	Chuquisaca.
Central America.....	2,000,000	San Salvador	Chili.....	1,500,000	Santiago.
Yucatan.....	500,048	Merida.	Venezuela.....	900,000	Caraccas.
Haiti.....	935,000	Cape Haytien.	Equator.....	600,000	Quito.
Texas.....	250,000	Amotin.	Isthmus of Panama.....	....	Panama.
SPANISH REPUBLICS OF SOUTH AMERICA.			Paraguay.....	300,000	Assumption.
Argentine Republic....	2,000,000	Buenos Ayres.	Uruguay.....	150,000	Monte Video.
Peru.....	1,700,000	Lima.			
New Grenada.....	1,931,684	Bogotá.	EMPIRE.		
			Brasil.....	5,130,418	Rio Janeiro.

* According to the census prepared in 1841, by the Mexican "National Institute of Geography and Statistics." But this number includes Yucatan and Texas.—*See Statistics hereafter.*

The above must be considered as little more than approximate estimates.

CHAPTER IV.

MEXICO.

DESCRIPTION AND NATURAL RESOURCES.

IF the population, and productive industry, and the commerce of Mexico were commensurate with its natural fertility, and with the extent of the earth's surface which it comprises, it would have been before the present time one of the wealthiest and most powerful states of the world.

The united states, or federal republic of México lies between 15 deg. and 42 deg. north latitude; the most southern limit being near Port Angelos (15 deg. 10 min. north latitude) and the most northern near Cape St. Sebastian. The most eastern point is on the shore of the peninsula of Yucatan, near the island of Cancun, which extends to near 86 deg. 48 min. west longitude; and the most western point is Cape Mendocino, in 124 deg. 40 min. west longitude. Yucatan, however, although nominally one of the federal states, is, *de facto*, an independent government.

On the west and south, Mexico is bounded by the Pacific Ocean; and on the east by the Gulf of Mexico. Its south-eastern angle borders on central America, and the British settlement of Belize. Between Mexico and Central America, the boundary-line is not exactly known, further than that it commences somewhere near the Barra de Tonato, thence north to the volcanic region of Soconusco, and thence irregularly over the slopes of the table-land of Guatemala to the Rio Usumasinta; it then follows the western side of the elevated country of Yucatan, somewhat south of 18 deg. north latitude to the Rio Hondo, which as far as the sea, is considered the boundary between Yucatan and Belize.

On the north, and partly on the east, Mexico borders on the United States of North America. The northern boundary-line commences on the Pacific in 42 deg. north latitude and runs along that parallel to the Rocky Mountains; on the east of which range, before the independence of Texas, it followed the course of the Arkansas river to the 100th meridian, thence due south to the Red River, which it followed as a boundary as far as 94 deg. west longitude, and then the line ran due south to the River Sabina, and along that river to the Gulf.

From the boundary of Guatemala to 42 deg. north latitude, Mexico is about 2400 miles in length. Its breadth varies greatly. At the Isthmus of Tehuantepec, where it is narrowest, the distance is little more than 130 miles across. Its greatest width, when it included Texas, was near 32 deg. north latitude, whence it extended about 1230 miles from the Rio Sabina to Upper California. By the annexation of Texas to the United States of North America, this breadth is reduced to the distance between the Rocky Mountains bounding New Mexico, and the United States, in latitude 42 deg. north, and longitude 109 deg. 45 min. west, and Cape Mendocino, in latitude 40 deg. 30 min. north, and longitude 124 deg. 10 min. west, or about 700 miles.

Our accounts of Mexico are far from being complete. The country has been so imperfectly explored,—that it is even asserted that there are within it independent nations, living in large towns, which are only known by report. Our brief descriptions are necessarily confined to the districts which have been settled or travelled over: but we have adhered to what appeared to us the best Spanish, English, and American accounts; not only of Mexico but of the other Spanish American republics. Our most authentic

recent accounts, excepting the work of M. Chevalier, are all written by citizens of the United States. We have but little information that can be relied on, by British travellers in Mexico, with the exception of the valuable and comprehensive work of Mr. Ward,—who resided in the country as minister, after its independence of Spain, in 1826. The citizens of the United States have exclusively, since 1840, acquired a more accurate knowledge of the Mexican territories, especially of the northern parts, than ever was known before, unless it were formerly by the Jesuits, and the ecclesiastics of the Indian missions.

The works of Clavigero, Alcedo, Humboldt, and Ward, are the usual authorities in describing Mexico. The work of Latrobe, and the notes of Poinsett, are also referred to. The most recent accounts upon which we can rely as to the present state of Mexico, and the best local descriptions, are found in the work of Mr. Brantz Mayer, who was Secretary to the United States Legation at Mexico, in 1841 and 1842; of New Spain or Northern Mexico, in Mr. Gregg's work on the "Commerce of the Prairies and Santa Fé; and of California, in that admirable work, "The Account of the United States Exploring Expedition, under the Command of Captain Wilkes;" and of California, in the "Narrative of the Exploring Expedition, in the Years 1842, 1843, and 1844, under Captain Fremont, of the Topographical Engineers, to the Rocky Mountains, Oregon, and North California;" from each of these works, we have extracted and condensed the most instructive information, relative to a country to which great interest must in future be directed. Of many parts there is certainly little known; but we have more certain accounts, through the indefatigable perseverance of Anglo-American travellers, of the towns and districts through which the old Spanish roads and routes passed, and of California and Northern Mexico, than we possess of other parts of Spanish or Portuguese America.*

CHAPTER V.

TERRITORY.—POPULATION AND DEPARTMENTS.

ACCORDING to the best authorities, the territory of the Mexican republic contains an area of 1,650,000 square miles, exclusive of Texas: and the area of the United States of Anglo-America may, exclusive of Texas, be estimated at 2,300,000. "If we allow," says Mr. Mayer,† "that the square mile will maintain, under ordinary careful cultivation, a population of 200 persons, we shall have the sum of 330,000,000 for the total ultimate capability of the Mexican soil, and 460,000,000 for the United States.—or, 130,000,000 less in Mexico than in our union."

In 1792, according to a report made to the King of Spain by Conde de

* We have just received a recently-published Journal of Travels in Mexico, by Mr. Gilliam, who had been appointed United States consul in California, to which he does not appear to have proceeded further than to the neighbourhood of the Gulf. This book appears, when confined to mere detail, to contain truthful accounts of the places and people he met with. But the style is ludicrous, inflated, and abounds in, not *Yankeeisms*, but in painful attempts to write sentiments composed of superlative adjectives.

† Mexico. By Brantz Mayer, Secretary of the United States Legation to that country in 1841 and 1842.

Revellagigedo, the population of New Spain, exclusive of the Intendencies of Vera Cruz and Guadalajara; was as follows:—

CASTES AND CLASSES.	Population.	CASTES AND CLASSES.	Population.
	number.		number.
Indians.....	2,319,741	Total brought forward.....	4,483,529
Europeans.....	7,904	To which may be added the population of	
White creoles.....	677,458	Vera Cruz and Guadalajara, according	
Different castes.....	1,478,428	to the estimate of 1803.....	786,500
Total.....	4,483,529	Total population, in 1793.....	5,270,039

The Baron Humboldt estimates the population to have been, in the year 1803, 5,837,100; and Mr. Poinsett, in 1824 (from the best data of the period), 6,500,000.

In 1830, Mr. Burkhardt, a German traveller, rates the several classes of Mexicans thus:—

CASTES AND CLASSES.	Population.	CASTES AND CLASSES.	Population.
	number.		number.
Indians.....	4,500,000	Brought forward.....	5,506,000
Whites.....	1,000,000	Mestizos, and other castes.....	2,490,000
Negroes.....	6,000	Total.....	7,996,000
Carried forward.....	5,506,000		

The most accurate of the recent calculations, is said to be the one which was made by the government without special enumeration, as a basis for assembling a Congress to form a new constitution, similar to the plan of that adopted in Tacubaya in 1842:—

DEPARTMENTS.	Population.	DEPARTMENTS.	Population.
	number.		number.
Mexico.....	1,380,520	Brought forward.....	5,973,484
Jalisco.....	670,311	Sinaloa.....	147,000
Puebla.....	661,902	Chiapas.....	141,208
Yucatan.....	580,948	Sonora.....	124,000
Guatemala.....	512,606	Queretaro.....	129,560
Oajaca.....	500,278	Nuevo Leon.....	101,108
Michoacan.....	497,906	Tamaulipas.....	100,068
San Luis Potosi.....	321,840	Coahuila.....	75,340
Zacatecas.....	273,575	Agua Calientes.....	69,098
Vera Cruz.....	254,380	Tabasco.....	63,580
Durango.....	162,618	Nuevo Mexico.....	57,926
Chihuahua.....	147,600	Californias.....	33,439
Carried forward.....	5,973,484	Total, in 1842.....	7,015,509

Mr. Mayer states that "since the year 1830, the population of the republic has been dreadfully ravaged by smallpox, measles, and cholera. In the capital alone, it is estimated that about 5000 died of the first-named of these diseases, 2000 of the second, and from 15,000 to 20,000 of the third. The mortality must have been in a corresponding ratio throughout the territory.

"I am, however, by no means satisfied that the estimates of both Poinsett and Burkhardt are not too high; yet, assuming the statements of 1842 and of 1793 to be nearly accurate, we find in forty-nine years an increase of only 1,774,111 in the entire population. Again, if we assume the population to have been 6,000,000 in 1824, (the year, in fact, of the establishment of the republic,) we find that, in the course of eighteen years of liberty and independence, the increase has not been greater than 1,044,140.

"In the United States of America, with only 650,000 more of square miles of territory now, and not so large a space at the achievement of our independence, the increase of our population during the first twenty years of freedom cannot have been less than two millions and a half; while, in the course of the last thirty years, it has averaged an increase of rather more than thirty-three per cent, every ten.

"The several castes and classes of Mexicans may be rated in the following manner:—

CASTES AND CLASSES.	Population.	CASTES AND CLASSES.	Population.
	number.		number.
Indians.....	4,000,000	Brought forward.....	5,000,000
Whites.....	1,000,000	All other castes, such as sambos, mestizos,	
Negroes.....	6,000	mulattoes, &c.....	2,009,509
Carried forward.....	5,006,000	Total.....	7,015,509

"It appears, therefore, that the Indians and negroes amount to 4,006,000, and the whites, and all other castes, to 3,009,509. A very respectable and aged resident of Mexico, who is remarkable for the extent and accuracy of his observations, estimates that, of the former, (or negroes and Indians,) but two per cent can read and write; while of the latter, at a liberal estimate, but about twenty per cent.

"If we take this computation to be correct, as I believe from my own observation, it is, and using the estimate of the decree of 1842 for the basis of the population, we shall have:—

CASTES AND CLASSES.	Population.
	number.
Of Indians and negroes who can read.....	80,120
Of whites and all others.....	607,628
Total able to read and write out of a population of 7,000,000.....	687,748

"This would appear to be a startling fact in a republic the basis of whose safety is the capacity of the people for an intellectual self-government. Let us, however, carry this calculation a little further. If we suppose that out of the 1,000,000 of *whites*, 500,000, or the half only, are *males*, and of that 500,000, but twenty per cent., or but 100,000 can read and write, we will no longer be surprised that a population of more than 7,000,000 has been hitherto controlled by a handful of men; or that, with the small means of improvement afforded to the few who can read, the selfish natures of the superior classes, who wield the physical and intellectual forces of the nation, have forced the masses to become little more than the slaves of those whose wit gives them the talent of control."—*Mayer's Mexico*.

CHAPTER VI.

CONFIGURATION, SOIL, AND CLIMATE.

THE configuration, soil, surface, and climate of Mexico, comprehend every variation of character. Low and unhealthy lands, along many parts of the sea-coast, especially the low plain of Cuétlachtlan, facing the Gulf, along the shores of which sandhills frequently rise. Low lands form only exceptions along the Pacific; and occur at the Bay of Tehuantepec, and at Acapulco; but generally the mountain or table-land approaches the shores of the Pacific and of the southern part of the Gulf of California.

The peninsula of YUCATAN, is one of the provinces or states of Mexico, but politically, as well as physically, almost independent of the Mexican republican government. This state is surrounded on three sides by the sea, the Gulf of Guanajos, or of Honduras, and the Gulf of Mexico. It is bounded on the south by the former province and *alcaldia mayor* of Vera Paz, and on the south-west by Chiapa, and by about 250 miles of Tabasco. It lies between the latitudes 18 deg. and 21 deg. north, and longitudes 87 deg. and 91 deg. west. Its length is about 250 miles from south-west to north-east, and its breadth is about 200 miles from east to west at the widest part. Alcedo describes its climate as—

"A very hot and moist temperature. Its territory is for the most part stony, but fertile. It has no other river throughout the whole of it than that of Lagartos, which is, however, very abundant. (This is not true, several small rivers flow through parts of the state.) It is argued that it has many subterraneous waters, and this is pretty well proved, through certain deep chasms of stone, which they call *zenotes*, and in which water has been seen to run.

"The land is plain, covered with shady trees, and abounding in honey, wax, and cotton, and of the latter they make spun and woven stuffs, which they die of various colours, and which are highly esteemed in all Nueva Espana. It also produces some cochineal, and from the above productions, as well as from some Campeche-wood, and some rigging, which they manufacture, do they maintain a commerce. In its forests are excellent sorts of woods, of which some ships have been built; and one sort of these goods, called *habin*, is so hard that it is impossible to drive a nail into it without first boring a hole. Here are many wild beasts, such as tigers and leopards; also snakes and venomous insects, and a species of spider, which the Indians call *ham*, since, whenever a person is bitten by it, the excruciating pain he suffers causes him to cry out this word, and this he continues doing till he dies, no remedy ever having been found against its fatal influence. Both sheep and neat cattle are scarce in this province, through want of water and pastures; but here are abundance of swine, as well as of all kinds of fruit of a warm climate. On the sea coasts is found much amber."

The recently explored ancient ruins are remarkable. (See Mr. Stephen's work.) Mr. Ward considers Yucatan the most sterile and poor state in the confederation. We have no recent account upon which we can place much reliance, and our consular returns (See trade of Mexico hereafter) convey little information relative to Yucatan, a country which may, to a great extent, be considered a wilderness. We believe that portions of this state are susceptible of the most productive tropical cultivation.

TABASCO, which has been politically united to the Mexican republic, but which is but little more than nominally annexed, adjoins on the east Yucatan, and on the south Chiapa, and the kingdom of Guatemala, from whence it is separated by a *cordillera*, or *serrania* of mountains: on the west it is bounded by the province of Oaxaca, in Nueva Espana, and it fronts the Gulf on the north. It is about 180 miles long, and about 60 broad. Alcedo describes it as—

"Of a hot and moist temperature, and the territory is low and plain, but very full of woods in which there are abundance of cedars, brazil, and many other sorts of woods. The country is unhealthy from the abundance of rain, and the prevalence of strong winds, which last for nine months together; but it is very fertile in fruits of the country, such as *maneyes*, *zapotes*, *aguacates*, *quaybas*, and many others of a delicate taste, as also in European productions.

"It produces much maize, of which there are three or four crops annually; rice and cocos, which are sent for sale to Vera Cruz; pulse, garden, and many medicinal herbs, tobacco, and, above all, *cacao*, this being the most abundant production of any, and that which is the greatest source of commerce; it being also in this that the natives used to pay their tribute to the Emperors of Mexico. It is not less abundant in pepper, which is much esteemed, and of which great quantities are carried to all parts, although of inferior quality to the pepper of the east. The breed of cattle, of all species, has increased greatly in this country; and in the woods there are leopards, *dantas*, small boars, rabbits, deer, monkeys, squirrels, *tapryes*, *quintes*, similar to stags, but smaller; and very many birds, such as pheasants, parrots, quails, hens, pigeons, doves, and an infinite number of others, large and small. Although the cotton-tree be here in abundance the fruit is made no use of, since it is eaten by the monkeys before it ripens, as also by the squirrels, and other small animals, with which the country is overrun. But all these plagues are less obnoxious than the mosquitoes, of different kinds, which will scarce suffer men to exist: for no one can sleep except covered by a canopy, the heat caused by which is intense.

"This province is watered by different rivers, which fertilise it; but the most considerable is that of its name. The capital is the settlement of the same name, called also *De Nuestra Señora de la Victoria*."

TABASCO ISLAND, or rather a neck of land, lies in the south-west part of the Gulf of Mexico, and at the bottom of the Gulf of Campeachy: on it is built the town of Tabasco, in latitude 18 deg. 34 min. north, and longitude 93 deg. 36 min. west. Alcedo says:—

"It is the capital of a province of the same name, and is situate at the mouth of the river Grijalva, seventy-six miles east of Santa Ana, and 127 miles east-south-east of Vera Cruz. It was considerably enriched by a constant resort of merchants and tradesmen at Christmas. The river Grijalva divides itself near the sea into two branches, of which the western falls into the river Tabasco, which rises in the mountains of Chiapa, and the other continues its course till within four leagues of the sea, where it subdivides and separates the island from the continent. Near it are plains, which abound with cattle and other animals, particularly the mountain cow, so called from its resembling that creature, and feeding on a sort of moss found on the trees near great rivers."

The state of Tabasco, naturally fertile, may be considered as chiefly in a wilderness state.

CHIAPA was formerly a province and *alcaldia mayor* of the kingdom of Guatemala; bounded on the north by Tabasco, east by Vera Paz, west by Nueva España, and south-west by Soconusco. It extended, as a Spanish province, eighty-five leagues from east to west, and is nearly thirty across at its widest part. It was under Spain divided into districts, or *alcaldias mayores*, viz, those of Zoques, Chontales, Los Llanos, and Xiquipila. Its climate is of a warm and moist temperature, although in some high parts cold predominates.

"Its woods," says Alcedo, "abound with large trees of pine, cypress, cedar, and walnut; and of others of a resinous kind, from which are extracted aromatic gums, balsams, and liquid amber, tacamaca, copal, &c. It produces also, in abundance, swine, maize, honey, cotton, cochineal, which is only made use of for the purpose of dyeing the cotton; also cacao, and much pepper and achote, or the heart-leaved bixa; also various kinds of domestic and wild birds, especially parrots, which are very beautiful and highly esteemed; a small bird, called toto, less than a young pigeon, with green wings; this is caught by the Indians, who pluck from its tail some feathers, which they prize highly, and then restore it to liberty; it being a capital offence, according to their laws, to destroy it. The sheep, goats, and pigs, which have been brought from Europe, have multiplied in this province in a most extraordinary manner; so also have horses, which are of such an esteemed breed, that the colts are taken from hence to Mexico, a distance of 500 miles. In the woods breed many *lions* (?) leopards, tigers, and wild boars, a great number of snakes, some being twenty feet in length, and others of a beautiful crimson colour, streaked with black and white. The territory is, for the most part, rugged and mountainous, and watered by different rivers none of these, however, are of any particular consideration, although that which bears the name of this province is the medium by which the aforesaid productions are carried to the other provinces; and although this province may be accounted comparatively poor, from being without mines of gold or silver, it is, nevertheless, of the greatest importance, as being the outwork or barrier to New Spain, from the facility with which this kingdom might be entered by the river Tabasco. The capital is the royal city of Chiapa, situated on a delightful plain. It is the head of a bishopric, erected in 1538; and has for arms a shield, upon which are two *sierras*, with a river passing between them: above the one is a golden castle, with a lion rampant upon it; and above the other a green palm, bearing fruit, and another lion, the whole being upon a red field. These arms were granted by the Emperor Charles V. in 1535. The cathedral is very beautiful. It contains three convents of the order of St. Francis, La Merceda, and St. Domingo; a monastery of nuns, and five hermitages. Its population is scanty and poor, and the principal commerce consists in cocoa-nuts, cot-

ton, wool, sugar, cochineal, and other articles. Its nobility, although poor, are very proud, as having descended from some ancient families of the first nobility of Spain; such as those of Mendoza, Velasco, Cortes, &c. The women suffer great debility at the stomach on account of the excessive heat, and they can never fast long."

This state has not improved since its independence of Spain.

VERA-PAZ was formerly a province and *alcaldia mayor* of the kingdom of Guatemala; bounded north by Yucatan, south-south-west and south-east by Guatemala, west by the province of Chiapa, and east by the Gulf of Honduras. It was, under the Spanish rule, in extent forty-eight leagues from north to south, its widest part. The Missionaries of St. Domingo gave it this name, by order of the Emperor Charles V., who commanded it to be so called, inasmuch as its natives were conquered merely by preaching, and without bloodshed.

"The country," as described by Alcedo, "is rough and broken, full of deep ravines, with a *llanura* which is half a league in extent, and covered with thick and impenetrable woods. Half of this province is of a mild and benign temperature, and the other half is hot and abounding in mosquitoes of various kinds. The rains here continue nine months in the year, and the province abounds in vegetable productions and cattle, and has many mountains covered with trees, and vast caverns, in which many rivers leaving the province, lose themselves. Between two lofty sierras is found a cave of very great extent, entirely of stone, within which are formed, by the dripping of waters, several pillars resembling alabaster. In this cave the cold is extraordinary, and the noise of the waters is very great, which, bursting forth at various mouths, forms a lake, which from its depth is seen to have waves like a sea, and from it rises a river, which, in the small distance that it runs, is not fordable. Besides the several rivers which water this province, great torrents of water are seen rushing down from the most lofty rocks, forming a delightful spectacle; and thus the soil is constantly so moist that the maize rots in the ground.

"This province is very subject to great tempests of thunder and lightning, strong winds, and earthquakes; and in its mountains and forests are large trees of excellent kinds of wood, imparting a balmy fragrance to the surrounding air; and amongst these we must note in particular the liquid amber of a thick and rough wood, and various kinds of balsams *copales*, *xuchicopales* *almacigos*, and dragon plants, from which is extracted the gum, called dragon's blood. Here are canes of 140 feet long, and of such thickness and size as to have at each of their knots a cavity able to contain an *arroba* of water. These canes serve as timber in building. Moreover, here are Guaya-canes, which are incorruptible, and another sort of wood, which, sawed asunder, represents on its plane pretty vary-coloured figures.

"This province is extremely fertile in all European fruits and flowers; these yielding their sweets to the labours of an infinite variety and innumerable swarms of bees; some without sting, and noted for making the clearest honey, others, like those of Spain, and others only as large as flies, others, again, whose honey causes giddiness; with this peculiarity, however, equally attached to all, that they make no honeycomb, but work under ground, forming their nests in the roots of trees. Their honey has an acid flavour, which is got rid of in a great measure by boiling; and it is not unfrequently kept and used after the same manner as the vinegar from oranges, for several domestic purposes. The woods of this province are thronged with animals and wild beasts; the largest of these is the *dantu*, as big as a calf, though somewhat short and thicker set in all its joints, which on the whole resemble those of the elephant; it has on its claws, three joints on the fore feet and four on the hind feet; the head is large, the forehead is sunk in, the eyes small, and the lower jaw hangs down five or six inches, and is raised when the animal is angry, thereby discovering its teeth and tusks, which are like those of a pig; its ears are peaked, the neck is sunk in the shoulders, and the tail short, with little bristles. The hide is six fingers thick, double at the loins, and, when dried, resists every kind of arms. This animal is ferocious and terrible when irritated, and with its tusks destroys every thing it meets in its course, not excepting trees of considerable strength. Here are like-

wise lions, tigers, bears of an enormous size, cats, and mountain goats, monkeys of various kinds, wild boars, porcupines, squirrels, and a variety of other animals. Also amongst the birds are eagles, small eagles, *buairones*, sea-crows, *alcatraces*, bitterns, storks, parrots, and others esteemed for their plumage and their song. This province is also filled with vipers and snakes of various kinds. The fountains and small rivers are numerous and run into the Gulf of Mexico."

CHAPTER VII.

MEXICO PROPER.

THE high mountains, called the Andes, which converge in Central America, diverge north of the Isthmus of Tehuantepec, and approaching the shores of the Pacific on the west, and towards the Gulf of Mexico on the east, spread into the most extensive plateaux in the world. The great central plateau, or table-land, of Anahuac, extends north to about 24 deg. north latitude; and the plain, or great broad fertile valley, of Chihuahua, and even the great Prairies, may be considered as a further extension of the Mexican plateau. Along the Pacific, the low lands of Cinaloa, Acapulco, and Tehuantepec, are the widest districts between the sea and the mountains. In other places numerous low hills intervene, while frequently the mountains rise almost abruptly from the ocean.

On the eastern coast, the low districts, of the provinces of Vera Cruz and New Santander, extend northerly along the gulf to the Rio del Norte, the assumed boundary of Texas. This coast has no good harbours: Vera Cruz being the best; and, at the mouth of the Lake Panuco, Tampico the next port of any consequence. The mouth of the Rio Santillana, or Barra de Santander, also admits small vessels; and to the south of the highlands, called the Sierra de St. Martin, which intervene between the Plain of Cuétlachtlan and the Isthmus of Tehuantepec, several small rivers flow into the gulf, the principal entrance of which, the Coalzacoalcos, was recently surveyed with a view of digging a canal across the Isthmus. The shallowest water over the bar is in that survey given as 6.2 metres, nearly twenty feet: we doubt the fact.

The low coast of the Gulf of Mexico, north of 21 deg. north, is lined with sand-hills, and within which are large and small lagoons; the principal of which are the lagoons of Tamiagua, Tampico, Morales, and Madre. The breadth of the plains, or low country, from the gulf to the high or undulating lands, is stated to vary from about eight miles south of Vera Cruz, to from twenty, fifty, and sixty miles further north. On the western coast, north of about the twenty-fourth degree, the shores of the Gulf of California present a diversity of surface, in some few parts low, and, generally, undulating at no great height above the sea; the soil tolerably fertile, with little wood except in the river valleys. The climate is described as healthy: the rainy days during the year being on an average about ninety. Towards the northern parts, or the head of the Gulf of California, the lands are often low, and faced with sand-hills, but the soil behind, except in the undulated country, is not considered fertile.

The great table lands of Mexico, and those extending north to the American prairies, are the most important, both with respect to soil and climate; and, although Mexico has the disadvantages of few good harbours, along the sea or gulf coast, and a climate the most fatal to human life, along the latter, yet, the soil and mines of the extensive regions of elevated plains, are adapted, under a secure,

liberal, and permanent government, to maintain a population of more than 100,000,000 inhabitants, and to render Mexico a state of great power and wealth.

The ascent from the Plain of Vera Cruz to the table-land of Anahuac is rather abrupt, and the road from Vera Cruz, which was kept in good repair, is now, in many parts, described as in the most wretched and broken condition. It leads over a number of ascents, with intervening plains.

On these plains isolated mountains rise. Near the eastern boundary of the table-land, and bordering the Plain of Cuetlachtlán, the Pic de Orizaba, rises 17,373 feet above the sea, and the Nauhcampatepetl, or Coffre de Perote, to 13,415 feet in height. These mountains are, north to south, about thirty miles distant from each other. In about 19 deg. north longitude, and 98 deg. 10 min. west longitude, the Popocatepetl rises to 17,884 feet, and is supposed to be the highest mountain in North America; north of which the Iztaccihuatl, is 15,704 feet high. Further west is the Nevado de Toluca, 15,271 feet high. The Pic de Tancitaro, near the Pacific, 10,509 feet high; not far from which the volcano of Colima rises 9193 feet above the sea. Four of these mountains only rise above the region of perpetual frost, or, in Mexico, about 15,000 feet above the sea. Nearly all these mountains are evidently of volcanic origin; three are said to be in a state of activity—the Orizaba, the Popocatepetl, and the volcano of Colima. In 1759, a volcano burst forth on one of the lower plains near the Pacific, which was called the volcano of Jorullo, it rose about 1700 feet above the plain. We are not certain if it be still in activity.

The highest elevation of the plateaux of Anahuac adjoins, or extends between, the foregoing named mountains and the isolated peaks above-mentioned. From the western base of the Orizaba and Nauhcampatepetl, the table-land or Tlascala extends in breadth about seventy miles, and in length about 100 miles. Its plateaux rises about 7200 feet above the sea. On the west of this table-land is the Plain of Mexico, or Tenochtitlan, which rises still higher, or about 7500 feet above the sea. It is about fifty miles long, and about twenty-five miles broad. Beyond the latter plain lies the most elevated of the Mexican plateaux, the Plain of Toluca, the average height of which is nearly 9000 feet. The table-land of Michoacan, west of Toluca, varies in height from 6000 feet to 6500 feet. It is interspersed with high hills and detached ridges. It is about ninety-six miles broad, and 100 miles in length. A lower country lies between Michoacan, and the Pacific. This lower district is occasionally hilly and undulating.

That section of table-land which extends south-easterly from the Plains of Tlascala and Mexico, to the Isthmus of Tehuantepec, is called the plateaux of Mixtecapán; the average height is stated to be about 5000 feet above the sea. It is traversed towards the Pacific, however, by broad valleys. The town of Oaxaca, situated in the largest valley, is about 4800 feet above the sea; the adjoining high ground, on which are the ruins of the palace of Mitla, is 5300 feet high. Along the sea-coast to the north-west, and sloping down to Acapulco, the table-land is traversed by deep valleys, extending in an east and west direction. The road from Mexico to Acapulco passes across four of them. They decline towards the sea.

It is rather presumptuous to speak positively of a country so ill explored as Mexico, but all authorities agree in stating that no continuous range of mountains traverses the southern section of table-land, except the hilly ridges which separate the plains from each other. These rise 500 feet or 600 feet—some peaks above 1000 feet, above the plains. In about 20 deg. north latitude, the heights, which bound the limit of the plain west of the city of Mexico, rise in a continuous range, called the Sierra Madre. This range follows in a west-north-west direction near the town of St. Felipe, and thence north-westerly

to the south of the town of Durango. This northern Andean chain extends in greater breadth north-north-westerly, along the eastern boundary of the Plain of Chihuahua, separating that plain from the low region of Cinaloa, and the mountainous district of Sonora. Near the Presidio de S. Bernardino, about 32 deg. north, rises the mountain de las Esqueias. The elevation of this great range is not well ascertained, but it rises to a considerable height east of the town of Durango, where the mines, in valleys, are from 8000 to 9000 feet above the level of the ocean.

CHAPTER VIII.

REVENUE AND EXPENDITURE OF MEXICO.

THE public revenue of a state, if equal to its necessary expenditure, and if equitably levied, constitutes not only the great element of the power and permanency of government, but of the steady industrial and moral condition of the people. The distribution, levying, and proceeds of the taxes,—the expenditure of the revenue,—and the maintenance of public credit in Mexico unfortunately does no honour to the wisdom of the different administrations, nor to the intelligence of those who in the legislative assemblies have passed laws for raising a public revenue. Of several statements, the following, drawn up by Mr. Mayer, is that which seems, approximately, the most correct:—

“The income of the Mexican government is derived from revenues on foreign commerce, imposts on internal trade, imposts on *pulqué*, export duty on the precious metals, lotteries, post-office, stamped paper, taxes, tobacco, powder, salt-works, and several other sources of trifling importance.

“The amount of the revenue of Mexico at different dates has been given as follows:—

Y E A R S.	Revenue.	Y E A R S.	Revenue.
	dollars.		dollars.
1700.....	3,000,000	1827.....	10,494,299
1763.....	5,705,876	1828.....	12,232,385
1780.....	15,010,974	1829.....	14,493,189
1802.....	20,200,000	1830.....	18,923,299
1825.....	10,690,602	1831.....	16,413,060
1826.....	13,280,642		

“In 1840, these revenues are stated in the report of the minister of the treasury as follows:—

FOREIGN COMMERCE, &c.	Nett Proceeds after deducting Expense of Collection.	FOREIGN COMMERCE, &c.	Nett Proceeds after deducting Expense of Collection.
	dollars.		dollars.
Imposts on foreign commerce.....	7,115,849	Brought forward.....	12,199,586
“ on interior “.....	4,306,585	Enteros de productos líquidos.....	452,146
“ on property, income, &c.....	460,001	Extraordinary subsidy.....	163
Exchanges, &c.....	307,427	Arbitrio extraordinario.....	78,177
Creditos activos.....	3,300	Capitacion.....	483
Balances of accounts.....	355	Donations.....	13,062
Carried forward.....	12,199,586	Total.....	12,744,157

“In 1839 the revenues amounted to 11,215,848 dollars. The income from the post-office department (which is not included in the statement for 1840), was 178,738 dollars in 1839. In 1840 the lotteries produced the gross sum of 215,437 dollars, but as the expenses connected with their management amounted to 158,485 dollars, it left a balance of but 56,952 dollars for the government. The ‘*sealed paper*,’ or stamp-tax produced

110,863 dollars, but as this impost has been nearly doubled during 1842, the revenue must at present be proportionally greater.

"I have been unable to obtain any of the official documents of 1841 and 1842 (in consequence of the disturbed condition of the country), with the exception of the following custom-house returns for the former year.

CUSTOM-HOUSES.		Tonnage Duty.	Nett Proceeds after deducting Costs of Collection.
		dollars.	dollars.
East coast...	Vera Cruz.....	31,032	3,374,528
	Tempico.....	7,263	1,010,046
	Matamoros.....	3,525	279,027
	Mazatlan.....	6,245	297,913
	Guyamas.....	2,092	46,189
West coast.	Monterey.....	810	85,982
	Acapulco.....	573	7,193
	San Blas.....	2,719	190,270
	Total.....	55,259	5,899,948

SMUGGLING.—"No one who has resided any length of time in Mexico, either connected or unconnected with commerce, can fail to have heard of the extent to which smuggling has been and still is carried on in the republic. This infamous system, alike destructive of private morals and public integrity, has become a regular business in portions of the country, and, after having been, to a great extent, suppressed on the eastern coast, has for several years occupied the attention of numbers on the west. Mr. McClure calculated that the republic possesses "a frontier of five thousand miles, including the sinuosities, windings, and turnings of bays, gulfs, and rivers on the Pacific; three thousand miles on the United States of America and Texas; and above two thousand five hundred on the Gulf of Mexico; making, in all, ten thousand five hundred miles; of frontier to guard against illicit trade, *without an individual on the one thousand two hundredth part of the space to give notice of any depredations that may happen.*"

NATIONAL DEBT AND FINANCES OF MEXICO.

The national debt of Mexico is one of very considerable importance, and may be divided into the two great classes of foreign and internal debt.

The internal debt amounts to 18,550,000 dollars; and in 1841 the customs were mortgaged to pay this sum, in the following subdivisions:—

INTERNAL DEBT.		⁶ Amount. dollars.
17	per cent of the customs devoted to a debt of.....	2,040,000
15	" " " "	410,000
12	" " " "	2,100,000
10	" " " "	8,100,000
8	" " " "	1,200,000
10	" " " tobacco fund debt.....	9,700,000
16½	" " " interest on English debt..	
10	" " " garrison fund.....	
98½		
1½	balance clear of lien, for the government !	18,550,000

The foreign debt is still larger than this; and (including the above), I will state the entire national responsibility, as it existed at the end of last year:—

FOREIGN DEBT.	Amount.
Internal debt.....	dollars.
Debt to English creditors.....	18,550,000
United States claims and interest, say.....	80,000,000
Copper to be redeemed.....	2,400,000
Claims for Hilszo.....	2,000,000
Sustenance loan.....	700,000
	500,000
Total.....	84,150,000 c

Until 1841, the whole of the revenue, except $11\frac{1}{2}$ per cent was appropriated to the payment of 18,550,000 dollars, while the remaining claims were entirely unprotected by securities. Shortly after the accession of Santa Anna to power, he *suspended* (by a decree of the 16th of February) the payment of the first five funds charged upon the customs, as stated in a preceding table, but reserved the *active appropriation* for the tobacco and *English interest debts*. This, as may be well imagined, created great dissatisfaction among the mercantile classes, and among numbers of persons who had invested their capital in government loans, with a reliance upon the *revenues* as a solemn pledge for their redemption. Santa Anna, however, withstood the torrent manfully. He was assailed by legations, newspapers, and individuals, but nothing could induce him to yield the pressing wants of the government to their importunities. He was, in fact, forced to the measure. The national credit was irremediably impaired, and he found it impossible to obtain loans. The consequence was the seizure of the customs by the *suspension* of their prior appropriation until he was enabled to relieve his treasury.

PROSPECT OF PAYMENT OF THE DEBT OF MEXICO.

As to the prospect which may be held in view in regard to the payment of either interest or principal of this debt, we have little further to observe than that, in June this year, 1846, President General Parades tells the assembled legislative congress, that, however much convinced "that credit is the first element of power to a government, and reliance on its good faith the greatest resource of its strength, he had been reluctantly compelled to suspend provisionally the payments of government; an extreme measure, rendered, however, imperative to save the nation from ruin, a ruin that must have equally been shared by its self-same creditors; and, in conclusion, he urged congress to adopt some method of finance, capable of assisting him to carry on the war with vigour, and support the honour of the country."

Independently of the English and the American debt, the claims upon the Mexican government have usually been created by means of loans of the most usurious character.

On the 20th of September, fifteen days before the treaty of Estansuela, the administration of President Bustamante offered the following terms for a loan of 1,200,000 dollars. It proposed to receive the sum of 200,000 dollars in *cash*, and 1,000,000 dollars represented in the *paper or credits* of the government. These credits or paper were worth, in the market, nine per cent. About one-half of the loan was taken, and the parties obtained orders on the several maritime custom houses, receivable in payment of duties.

The revenues of the custom house of Matamoras have been always hitherto appropriated to pay the army on the northern frontier of the republic. During the administration of General Bustamante, the commandant of Matamoras issued bonds or drafts against that custom house for 150,000 dollars, receivable for all kinds of duties as cash. He disposed of these bonds to the merchants of that port for 100,000 dollars, and in addition to the *bonus* of 50,000 dollars, allowed them interest on the 100,000 dollars at the rate of three per cent per month, until they had duties to pay which they could extinguish by the drafts.

The mint at Guanajuato, or the right to coin at that place, was contracted for in 1842 by a foreign house in Mexico, for 71,000 dollars *cash*, for the term of *fourteen years*, at the same time that another offer was before the government, stipulating for the payment of 400,000 dollars for the same period, payable in annual instalments of 25,000 dollars each. The 71,000 dollars in hand were, however, deemed of more value than the prospective 400,000 dollars! This mint leaves a nett annual income of 60,000 dollars!

It appears to us quite evident that all the taxes which can be levied, even to an amount equal to confiscation, on the produce of labour in Mexico, will be found to be far short of the amount necessary to maintain the army, the civil expenditure, and the payment of the interest of the national debt; especially while the church and priests absorb so large a share of the produce of industry.

TABLE of the Expenses of the Mexican Government, in 1840.

CIVIL LIST.	Expenses.	TOTAL.	CIVIL LIST.	Expenses.	TOTAL.
	dollars cts.	dollars cts.		dollars cts.	dollars cts.
SUPREME POWERS.			Brought forward.....	....	3,507,507 00
Poder conservador.....	30,000 00		Instruction, &c.—(continued)		
Legislature.....	319,550 00		Conservatory of Chapultepec,		
Executive, ministers, council,			and professor of botany....	2,200 00	
secretary, archives, &c....	230,930 00		Colleges of St. Juan Lateran,		
Supreme court.....	70,300 00	659,780 00	Ildefonso, Esperito Santo		
			at Puebla.....	20,000 00	
DIPLOMACY.			Professors in university at		
Legations, consuls, commis-			Mexico.....	7,613 00	
sioners, &c.....	140,000 00	140,000 00	School of Surgery.....	1,500 00	
			Professors of medical school		
TREASURY.			or college.....	10,500 00	
National treasury, almacanes			Director of Institution of Me-		
generales, direccion de			dical sciences, &c. &c....	2,100 00	
rentas, heads of the trea-			Hospitals, prisons, fortresses	180,000 00	
sury, and departmental					260,409 00
treasuries.....	251,758 00				
Pensions to retired officers..	174,042 00		SALARIES OF VARIOUS		
Pensions of the <i>Mont de</i>			OFFICERS OF PALACE.		
<i>Piete</i>	160,554 00	587,254 00	Concierge.....	420 00	
			Architect.....	200 00	
JUDICIARY.			Chaplain.....	600 00	
Salaries of departmental ma-			Two porters.....	1,200 00	
gistrates, judges, and sub-			Gardener.....	1,000 00	
alterns.....	1,207,376 00	1,207,376 00			3,420 00
			RENTS, PENSIONS, &c.		
POLITICAL.			Collegiate of N. S. of Guada-		
Governors, secretaries, de-			lupe.....	26,391 49	
partmental juntas, prefects,			Civil pensions.....	70,178 00	96,596 49
their secretaries and sub-					
prefects.....	847,467 00	847,476 00	SUNDRIES.		
			Printing, &c. &c.....	87,596 53	87,596 53
ECCLESIASTICAL.					
Bishoprics of Sonora and Yu-			WAR-OFFICE.		
catan.....	13,200 00		Salaries of officers—(active)..	357,397 36	
Missions.....	31,530 00	47,130 00	" " (on leave).....	28,759 70	
			" " (retired).....	718,389 20	
INSTRUCTION, BENEVO-			Military <i>Mont de Piete</i>	291,979 39	
LENCE, AND PUNISH-			Army, privates, and all other		
MENT.			military expenses.....	6,604,379 79	8,000,000 00
Academy of San Carlos.....	13,000 00				1,153,922 25
Museum.....	5,600 00	18,000 00	Dividends on foreign debt...	....
Carried forward.....	....	3,507,507 00	Total.....	....	13,153,922 25
			Exclusive of the payment of		
			loans and balances.		

The mode of taxation in Mexico is severely and justly commented on by the late American minister, Mr. Thompson. Alluding to the exports, he says, out of the official gross amount.

"Of the average of 22,000,000 of exports, less than 2,000,000 consist of all other articles than the precious metals. I have no doubt that the amount of specie exported is very much larger than is indicated by the books of the custom-houses. A duty of six per cent is levied upon all that is exported, and no one acquainted with the character and practices of Mexican custom-houses, and I may add, of their officers, can believe that the whole amount is returned. The duty upon all that is not returned goes into the pockets of the officers of the customs, and I have no doubt that it amounts to a very large sum. Gold is an article so easily smuggled that enormous sums are sent, off in almost every vessel which sails for Europe. *The amount of duties on imports varies, of course, with their ever-changing tariff.* Those who had the best means of forming an accurate estimate during my residence in Mexico, told me that it amounted to from 4,000,000 to 6,000,000 per annum. This, also, would be a most fallacious standard by which to estimate the amount of importations, for the same reason.

"In addition to the revenue derived from imports, the direct taxes are exceedingly onerous. Every thing is taxed, from the splendid palaces, coaches, and plate of the wealthy, to the dozen eggs which the poor Indian brings to market. *I do not suppose there is any city in the world where houses are taxed so high, and hence the enormous rents. But after paying the taxes very little is left to the proprietor. A decent house cannot be had for less than 2500 dollars, and from that price to 4000 and 5000 dollars per annum.*

"Besides the sources of revenue which I have mentioned, there is another and a very

large one from imposts on internal commerce, that is between one department and another. Every article of commerce thus passing from one department to another, provided it has been opened and the bulk broken, is thus taxed. The principal revenue from the *alcaba*, internal duties, thus derived is from the duty on specie. The revenue from duties on internal commerce in 1840, amounted to 4,500,000 dollars. Another source of revenue is the per centage of the produce of the mines, seignorage, coining, &c. The charges upon money taken from the mines amount to about five per cent, all of which is paid to the departmental government. The general government receives in addition to this about three per cent, which goes to support the College of the Minería in the city of Mexico."

TOBACCO MONOPOLY.

"The culture of tobacco is prohibited except to a very limited extent in the districts of Orizaba and Cordova. Each farmer is restricted to a limited number of acres. The tobacco produced is sold to the government at a stated price, which was very much below its real value, by whose agents it was made into cigars and snuff, and sold at very large profits.

Mr. Thompson says "a sale took place just before I left Mexico of the interest of one-third which the government owned in the Fresnillo Mine, which is at this time the most profitable of all the mines in Mexico. The government derived a revenue of upwards of 500,000 dollars per annum from this mine; it sold the fee-simple for about 400,000 dollars. That is to say, that sum was all which went into the public exchequer—how much more in *gratifications*, I know not; but a very large sum of course. Is it any wonder that officers in the army are forced to sell a certificate of pay due to them, amounting to 2500 dollars, for 125?"

Before the revolution, the King of Spain received, among other ecclesiastical revenues, the ninth part of the tithes, which was granted him by the pope. After the revolution compulsory process for the collection of tithes was abolished, and since that time the government has received nothing from this source, nor of any other revenues which are derived from the church.

There are taxes levied on the cock-pits, the sale of *pulque*, and there is a *monopoly of playing cards*; and the *ice* is taxed, which the Indians bring on their backs in panniers, forty miles from the mountain of Popocatepetl. The revenue from the post-office scarcely pays the expenses.

Mr. Thompson tells us, "Of gunpowder, an immense quantity is used in their civil wars, in the mines, firing cannon on days of religious festivals, and fireworks, for which the Mexicans have a great passion. The powder manufactured is of the most inferior quality; good powder used by sportsmen sells as high as four dollars the pound. This manufacture is also a government monopoly.

"A small amount is realised from the sale of lottery-tickets, raised for special grants to convents and other religious establishments.

"The maritime custom-houses in 1832, yielded to the government the sum of 12,000,000 dollars, that is to say, that sum was acknowledged to have been received by the respective custom-house officers; how much more the actual receipts were can only be conjectured. It would, however, be very safe to say at least one-third

"The receipts at the maritime custom-houses do not now amount to more than 6,000,000 or 7,000,000 dollars. As nothing is more capricious than Mexican legislation on the subject of imports on foreign commerce, it is very difficult to form an estimate approximating accuracy upon this point.

"The following, although not pretending to minute accuracy, may be regarded as in some degree an approximation to the revenues of the government, and the sources from which they are derived:—

	dollars.
From the maritime custom-houses	6,500,000
Interior commerce	4,500,000
Direct taxes	3,000,000
Per centage on produce of mines	1,000,000

Profits of mints	500,000
Tobacco monopoly	500,000
Post-office, lotteries, manufactures of powder and salt	500,000
Tolls and all other sources	500,000

16,000,000

"The local taxes levied by the different departments which may be stated at 4,000,000 dollars more, making an aggregate of 21,000,000 dollars, to which an addition should be made of 5,000,000 or 10,000,000 dollars more which is paid, but embezzled, and, therefore, does not find its way into the public treasury.

Mr. Brantz Mayer gives the following statement of the army of Mexico:—

"I may state that the forces have been considerably augmented and in all probability amount to 40,000 men. In 1840 the Mexican army was composed of

ARMY AND NAVY.	Per Month.	ARMY AND NAVY.	Per Month.
	dollars cts.		dollars cts.
Fourteen generals of division.....	500 00	ACTIVE INFANTRY. Nine regiments. This body differs from the preceding, or permanent infantry, in being liable to service only when required by government; or, in other words, it is a sort of national militia, well drilled. Total number, 16,128.	
Twenty-six generals of brigade.....	375 00		
ARTILLERY.		PERMANENT CAVALRY. Eight regiments, each regiment composed of two squadrons, each squadron of two companies. Each regiment composed, in all, of 676 men; or the eight, of 4,056, at.....	12 50
Three brigades (on foot).....			
One brigade (mounted).....		Thirty-five separate companies in various places throughout the Republic.	
Five separate companies.....			
ENGINEER CORPS.		ACTIVE CAVALRY. Six regiments of four squadrons, each squadron of two companies.	
One director-general.....			
Three colonels.....	235 00	NAVY. The navy of Mexico consists at present of three steam-frigates, two brigs, three schooners, and two gunboats.	
Six lieutenant-colonels.....	141 00		
One adjutant.....	104 00		
Fourteen captains.....	84 00		
Sixteen lieutenants.....	62 00		
Ten sub-lieutenants.....	39 00		
SAPPERS.			
One battalion.....			
PLANA MAYOR DEL EJERCITO. This was composed of the general-in-chief and a number of colonels, lieutenant-colonels, captains, &c. &c.			
PERMANENT INFANTRY. Eight regiments of two battalions each, each battalion of eight companies, each company of 112 men, officers included— or in all 14,336 persons: each soldier is paid.....			11 93½

MINES AND MINERALS OF MEXICO.

With regard to the capabilities and resources of Mexico, the precious metals have at all periods, since the first conquest of the country by Cortez, been the objects of primary avidity with the Spanish rulers and people. They considered gold and silver as the standard of the value of these vast regions; and, they disregarded their really far richer powers of production, those of agriculture. The latter was only attended to with reluctance, and merely from necessity to obtain food.

With the exception of the silver and gold mines, the mineralogy of Mexico has been nearly altogether neglected. Tin, lead, and the finest copper are found in large quantities, but very little of any of these are wrought.

AVERAGE of the annual Coinage of Mexico.

YEARS.	Silver.	Gold.	TOTAL.
	dollars.	dollars.	dollars.
From 1733 to 1742, ten years.....	8,998,209 1-5	434,030 2-5	9,432,239 3-5
1743 to 1752, ten years.....	11,566,030	465,109 9-10	12,021,139 9-10
1753 to 1762, ten years.....	11,971,835 2-5	462,773 1-2	12,434,603 9-10
1763 to 1771, nine years.....	11,777,909 1-3	761,563 1-3	12,539,472 1-3
1772 to 1782, eleven years.....	17,651,906 3-12	835,598	18,487,492 3-11
1783 to 1792, ten years.....	18,491,309 9-10	644,040 3-5	20,135,340 1-3
In 1793.....	28,428,080	884,262	29,312,342
From 1793 to 1804, ten years.....	21,084,787 3-5		

TABLE of the Coinage of Mexico, from the earliest Periods to the present Day.

Y E A R S.	Amount.	Y E A R S.	Amount.
	dollars.		dollars.
The mint of the city of Mexico, was established in 1535, but there are no returns for the first 155 years, until 1690. If we take the average of the coinage of these years to have been 1,000,000, we shall have.....	155,000,000	Brought forward.....	1,841,457,875
From 1690 to 1803, inclusive.....	1,353,452,020	From 1834.....	12,040,000
1803 to 1821, " ".....	261,354,922	1835.....	12,000,000
1822.....	5,543,254	1836.....	12,000,000
1823.....	3,567,821	1837.....	11,610,000
1824.....	3,503,860	1838 to 1843 (averaging 12,000,000)...	60,000,000
1825.....	6,036,878	To this must be added the coinage of state mints, not included in above:	
1825 to 1831 (on an average 3,000,000 per annum).....	15,000,000	Guamajuato, from 1812 to 1826. ".....	3,024,194
1831.....	13,000,000	Zacatecas " 1810 to 1820.....	32,108,185
1832.....	12,500,000	Guadalajara " 1812 to 1826.....	5,650,159
1833.....	12,500,000	Durango " 1811 to 1826.....	7,483,626
		Chihuahua " 1811 to 1814.....	3,693,660
		Sombrerete " 1810 to 1811.....	1,561,249
		All of these for the five years (after 1826), since which they have been calculated in the general coinage.....	60,000,000
Carried forward.....	1,841,457,875	Total.....	2,062,597,948

This amount is less than it has been made by several other writers. See also "General Account of Precious Metals, and of the Coinage of Mexico and of South America."

COMPARISON of the Coinage of Gold and Silver in the Mints of the Mexican Republic, in the Years 1844 and 1845, forwarded by the British Consul.

MINTS OF	Years.	G O L D.			S I L V E R.			T O T A L.		
		Value.	Increase.	Decrease.	Value.	Increase.	Decrease.	Value.	Increase.	Decrease.
		dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Mexico.....	1844	32,172	..	..	1,688,156	..	..	1,720,328	..	..
".....	1845	40,600	8,688	..	2,184,403	496,147	..	2,225,163	504,835	..
Zacatecas.....	1844	..	..	..	4,429,353	..	..	4,429,353	..	..
".....	1845	..	..	..	4,435,576	6,223	..	4,435,576	6,223	..
Guamajuato.....	1844	431,840	..	..	1,193,900	..	..	4,633,740	..	..
".....	1845	345,172	..	96,668	4,040,530	..	153,370	4,385,702	..	250,038
Durango.....	1844	46,528	..	..	223,652	..	..	270,180	..	..
".....	1845	43,732	..	2,796	600,608	376,956	..	644,240	374,180	..
Chihuahua.....	1844	105,840	..	..	315,224	..	..	421,064	..	..
".....	1845	128,000	22,160	..	410,000	94,770	..	538,000	116,036	..
San Luis.....	1841	..	..	..	880,431	..	..	889,439	..	..
".....	1845	..	..	..	1,104,917	305,478	..	1,194,017	305,478	..
Guadalajara.....	1844	5,368	..	..	850,031	..	..	955,399	..	..
".....	1845	7,814	2,480	..	803,437	..	146,894	811,285	..	144,114
Guadalupe, of Calvo..	1844	95,004	..	..	338,124	..	..	433,128	..	..
".....	1845	..	..	..	..	..	..	900,833	473,703	..
Total.....	..	..	..	..	..	..	..	..	1,791,397	394,152
							dollars.	£	s.	d.
Total coinage, in 1844							13,754,631			
" " " " " in 1845							15,141,816			
Increase, in 1845							1,387,185	248,537	0	3

We believe that the mines of precious metals are to some extent another cause: high authorities deny this.

Notwithstanding the authority of M. Von Humboldt, it is considered that, generally speaking, agriculture is in a very backward condition.—(See Mayer, Gilliam, and other recent authorities.)*

PRINCIPAL ARTICLES OF CULTURE.—The same soil and climate which produces the plantain tree, yields the *farina* of the cassava root, called *manioc*, which is made into bread; and which the natives call *pan de tierra caliente*. The flour of manioc, when dried and toasted, is secure from the depredations of worms and other insects: it contains, besides farinaceous fecula, a saccharine matter and a viscous substance resembling caoutchouc. The cassava root is not cultivated in New Spain at a greater height than 600 or 800 metres above the level of the sea; its poisonous juice becomes harmless by boiling, and separating the scum that rises to the top, and is then used by the natives for seasoning their food. The original inhabitants of Hayti, after the conquest of their country by the Spaniards, used to poison themselves with this juice, and for that purpose assembled in parties of fifty or more to take it together.

MAIZE is the chief food of the inhabitants of Mexico: it is cultivated from the coast to the height of 2800 metres above the sea; in very fertile lands, and in very good years, it gives a return of 800 to one; but the average return for the *intra-tropical* part of the country is not more than 150 for one; in very hot and moist districts two or three crops are obtained in the year, but in most parts of the country only one is grown. No crop is more uncertain than maize, and as it is seldom equally good in every part of the kingdom, the transport of maize comes to be the principal branch of internal commerce; a general failure of the crop would be followed by scarcity, or even famine. The annual produce of maize was estimated by Humboldt at 17,000,000 of *fanegas* annually.

interesting details concerning the origin, natural history, and cultivation of the different vegetable productions of that country.

Of all productions cultivated for the use of man, none affords so much food from the same quantity of land as the plantain or banana tree: a field of 100 square metres in plantain trees affords 4000 lbs. weight of food; the same field in wheat will produce about thirty lbs.; and in potatoes ninety lbs. The quantity of food from the plantain tree is, according to Von Humboldt, to the quantity of food from wheat as 133 to one, and to the quantity from potatoes as forty-four to one; the quantities of nourishment, however, are not proportioned to the weights, for the fruit of the plantain tree contains a greater portion of mucilaginous juice than the seeds of the *cerealia*. An *arpent*, covered with plantain trees, will maintain fifty persons: the same quantity of ground sown with wheat, will not, he contends, support two individuals. The plantain tree does not thrive where the medium temperature is below 24 deg. (centign. therm., or 75.2 deg. F.), but there are 60,000 square leagues of the Mexican territory in that situation. The fruit of the plantain tree is farinaceous, but contains a small portion of vegetable gluten, and a great quantity of saccharine matter. Mr. Humboldt remarks, that in all tropical countries, saccharine matter is considered to be eminently nutritious.

* "Mexico," says Chevalier, "is a country so rich that famine scarcely visits even the most indolent. In the *tierras calientes*, and even on the *plateau*, the natives are content to dwell with their families in a cabin of bamboo trellis-work, so slight as scarcely to hide them from the stranger's gaze, and to sleep either on mere mats or at best on beds made of leaves and brushwood. Their dress consists simply of a pair of drawers, or petticoat, and a serape (a dyed woollen garment) which serves for a cloak by day and a counterpane by night. Each has his horse, a sorry beast, which feeds at large in the open country; and a whole family of Indians is amply supplied with food by bananas, chili, and maize, raised almost without labour, in a small inclosure round the hut. Labour, indeed, occupies but a trifling portion of the Indian's time, which is chiefly spent in drinking pulque, sleep, or singing to his wretched mandolin hymns in honor of Notre Dame de Gaudaloupe, and occasionally carrying votive chaplets to deck the altar of his village church. Thus he passes his life in a dreamy indifference, and utterly careless of the ever-reviving émeutes by which the peace of Mexico is disturbed. The assassinations and robberies which the almost impotent government allows to be committed with impunity on the public roads, and even in sight of the capital, are to him only matter for conversation—the theme of a tale or ditty. And why should he trouble himself about it? Having nothing in the world but the dress in which he stands, his lance, spurs, and guitar, he has no fear of thieves; nor will the poniard of the assassin touch him, if he himself, drunk with pulque or chingarito, do not use his own." †

It may be preserved for three years at Mexico, and in colder climates for six or seven years. The Indians prepare a fermented liquor from maize, and before the arrival of the Spaniards, they extracted sugar from the stalks.

WHEAT.—None of the *cerealia* of the old continent were known in America when it was first discovered. Wheat is not cultivated in the intra-tropical part of Mexico, at a lower elevation than 800 or 900 metres above the level of the sea, and in very small quantity at a less height than 1200 or 1300. At a greater elevation than 3500 or 4000 metres, neither wheat nor rye come to maturity. The Mexican wheat is of excellent quality, and the medium return wherever grown is from twenty-two to twenty-five for one: in some places it gives from thirty to forty for one. Much wheat has been exported from Vera Cruz to Cuba: barley and rye thrive very well in parts of Mexico; oats are very little cultivated; the potato is a great object of culture in the high and cold parts of the country: rice is but little attended to, though well adapted for the marshy lands along the sea coast.

VINEYARDS.—The Spanish government has always discouraged in its colonies the cultivation of the vine, the olive, the mulberry tree, and the plants yielding hemp and flax. While Humboldt was in Mexico, an order came from Madrid to grub up all the stocks of vines in the north part of the country, where they had been cultivated with so much success as to call forth the complaints of the wine merchants of Cadiz. There was then but one olive plantation in Mexico; it belonged to the archbishop of Mexico; tobacco was also subjected, and continues to be subjected to monopoly. In 1764, a royal monopoly was established, and no tobacco was allowed to be planted, except in particular districts, and none sold, except to the king's officers. Parties of soldiers have been regularly employed to go about the country in search of tobacco-fields, and impose fines on the owner of prohibited culture, and destroy the plantation: this odious monopoly yielded to the King of Spain, in Mexico alone, a revenue of more than 20,000,000 of livres annually.

AGAVE, OR MAGUEY.—The plantations of the *maguey de pulque* extend wherever the Aztec language is spoken. On the Mexican plain the maguey is scarcely cultivated to the north of Salamanca. The finest cultivations are in the valley of Toluca and on the plains of Cholula. The agaves are there planted in rows at a distance of fifteen decimetres, or fifty-eight inches, from one another. The plants only begin to yield the juice or sap, when the *hampe* is on the point of efflorescence. The cultivator goes daily through his *agave* plantations to mark those plants which approach efflorescence.

On the situation, on the soil, and on the temperature of the climate, depend the early or later periods of efflorescence. Near Cholula, and between Toluca and Cacanumacan, a maguey of eight years old gives signs of development of its *hampe*. They then begin to collect the juice, of which the pulque is made. They cut the *corason* or bundle of central leaves, and enlarge insensibly the incision, and cover it with lateral leaves, which they raise up by drawing them close, and tying them to the extremities. In this incision the vessels appear to deposit all the juice which would have formed the *colossal hampe* loaded with flowers.

"The juice of the agave is of a very agreeable sour taste. It easily ferments, on account of the sugar and mucilage which it contains. To accelerate the fermentation, they add a little old and acid pulque. The operation is terminated in three or four days. The vinous beverage, which resembles cider, has an odour of putrid ment extremely disagreeable; but the Europeans who have been able to get over the aversion which this foetid odour inspires, prefer the pulque to every other liquor. They consider it as stomachic, strengthening, and especially as very nutritive; and it is recommended to lean persons. Whites also who have been known, like the Mexican Indians, totally to have abstained from water, beer, and wine, and to have drunk no other liquor than the juice of the agave. Connoisseurs speak with enthusiasm of the pulque prepared in the village of Hocotitlan, situated to the north of Toluca, at the foot of a mountain almost as elevated as the Nevado of this name. They affirm that the excellent quality of this pulque does not altogether depend on the art with which the liquor is prepared, but also on a taste of the soil communicated to the juice, according to the fields in which the plant is cultivated. There

are plantations of maguey near Hocotitlan (*haciendas de pulque*) which bring in annually more than 40,000 livres, or 1666l. sterling."—*Alcedo. Humboldt.*

A strong spirit is distilled from the pulque, called *mexical*, or *aguardiente de maguey*. The sugar-cane of a particular variety, with a violet-stalk, originally from the coast of Africa (*cano de Guinea*), is preferred in the province of Caracas for the fabrication of rum to the sugar-cane of Otaheite. The Spanish government, and particularly the *real hacienda*, prohibited the distillation of *mexical*, as prejudicial to the Spanish brandy trade. An enormous quantity, however, of this maguey spirit was clandestinely manufactured in the intendances of Valladolid, Mexico, and Durango, and especially in Leon.

The fibre of the maguey is formed into flax, and of it is also made the papyrus (*cyperus papyrus* of the Egyptians). The paper on which the ancient Mexicans painted their hieroglyphical figures was made of the fibres of agave leaves, cleansed in water, and disposed in layers like the fibres of the Egyptian cyperus, and the mulberry (*broussonetia*) of the South Sea Islands. Humboldt brought to Europe several fragments of Aztec manuscripts written on maguey paper, so varied in thickness that some resembled pasteboard, others Chinese paper. These fragments were interesting, as the Mexican hieroglyphics deposited at Vienna, Rome, and Veletri, are on *Mexican stag-skins*. The thread of maguey flax is called *pite-thread*.

The Mexicans cultivate all the garden-stuffs and fruit-trees of Europe.* The Aztecs and some other nations of Americans cultivated onions (in Mexican *xonacatl*), haricots (in Mexican *ayacotli*, in the Peruvian or Quichua language *puru*), and gourds (in Peruvian *capallu*). Cortes, speaking of the eatables which were daily sold in the market of the ancient Tenochtitlan, expressly says, that every kind of garden-stuff (*legume*) was to be found there, particularly onions, leeks, garlic, garden and water-cresses (*mastuerzo y berro*), borrag, sorrel, and artichokes (*cardo y tagarninas*). It would appear that no species of cabbage or turnip (*brassica et raphanus*) was cultivated in America.

Great numbers of farinaceous roots were also cultivated in Mexico and Peru.

The central table-land of Yucos produces in great abundance cherries, prunes, peaches, apricots, figs, grapes, melons, apples, and pears. In the environs of Mexico the villages and gardens yield in the months of June, July, and August fruit of most exquisite flavour, although the trees are in general very ill taken care of. In Mexico, Peru, and New Granada are found both the fruits of temperate Europe, and ananas, different species of *passiflora* and *tacsonia*, sapotes, mameis, goyavas, anonas, chilimoyas, and other rich productions of the torrid zone. The eccle-

* Mr. Waddy Thomson, alluding to fruits and vegetables, says "The apples and peaches of Mexico are not good, the latter decidedly inferior. The pears are very fine. They have one species of this fruit which is decidedly the best that I have ever seen; it is nearly the size of a goose-egg, and its flavour as delicious as that of the famous Philadelphia pear. All the fruits of the tropics—the orange, pine-apple, banana, mango, cherimoya, and last and least in size, but most exquisite in flavour, the *tuna*—are produced in Mexico to great perfection. It is the produce of one of the infinite varieties of cactus, of which I have seen twenty different varieties growing on an acre of land. One of these varieties runs up to the height of thirty or forty feet, in the form of a beautifully fluted column, and is used to enclose gardens, by planting close together. That which produces the *tuna* grows to the height of thirty feet, and covers an area of twenty feet in circumference, with the leaves (if leaves they may be called) dropping over each other like the shingles of a house. These leaves are exactly like those of the prickly pear on our mountains, only larger, generally of twelve or eighteen inches in breadth. The fruit is about the size, and very much the shape, of a duck's egg. The combined flavours of a water melon, a cucumber, and a lump of sugar-candy, will give some idea of this delicious and refreshing fruit, as it melts in the mouth. The cherimoya is a large fruit, and is altogether delicious. The idea which occurs to every one on eating it for the first time is, that it is a vegetable custard. I scarcely ever offered it to an American who did not make that comparison, thinking that he had said an original and smart thing; but I had heard it before at least a hundred times. They have a fruit very much like what we call the 'May-apple.'"

siastics, and especially the missionaries, contributed greatly to the early introduction of European fruits and vegetables. The gardens of the convents and of the secular priests were, in fact, nurseries, from which the recently imported vegetables were diffused over the country.

Bees'-wax is an article produced in great quantities. In the churches wax candles are perpetually burning, and are also used in processions.

Sugar was formerly an important article of production. The cane is cultivated in many districts. But, although it has been proved that it can be produced cheaper than by slave labour in Cuba, yet no great efforts are made to cultivate the sugar cane as an important branch of industry. It succeeds very well in most of the countries south of twenty-eight degrees. The most productive plantations are on the declivities of the table land, and in the lower plains, to the height of 5400 feet above the sea; but in many places well sheltered the sugar cane grows at an elevation of nearly 7000 feet. These plantations are most numerous in the valley of the Rio Santiago, and on the plains towards the Pacific. Their produce is very considerable, but nearly the whole of the sugar is consumed in the country.

From Vera Cruz there was exported annually more than half a million of arrobas of sugar, and M. Humboldt estimated the domestic consumption in Mexico at more than twice as much. Cuba, he says, in 1803 exported 2,576,000 arrobas of sugar, and used for her internal consumption 440,000 more. The export of sugar from the Havannah, from 1801 to 1810 inclusive, averaged 2,850,000 arrobas, or about 644,000 cwt. a year. Cotton, indigo, coffee, and cacao, have never been cultivated to any great extent in New Spain; though the Mexicans, like all other Spaniards, are great consumers of chocolate. Humboldt ascertained the quantity of cacao exported annually from the Spanish settlements, from 1799 to 1803, to be as follows;—from Venezuela and Maracaybo, 145,000 fanegas; from Cumana, 18,000; from New Barcelona, 5000; and from Guyaquil, 600,000; total, 228,000. But he omitted the delicate cacao of Guatemala. The vanilla sent to Europe was nearly all from the provinces of Oaxaca and Vera Cruz. Great care is required in drying this plant. Cochineal was formerly a production cultivated only in Mexico. Oaxaca furnished annually 32,000 arrobas of cochineal, valued at 2,400,000 dollars.

Very little silk is produced in Mexico; a company has lately been formed in order to cultivate the mulberry and breed silk-worms.

The annual produce of agriculture of New Spain was valued by Humboldt at 29,000,000 of dollars. This, like nearly all other estimates respecting this country, must be considered vague.

PRICES of Provisions, &c., to Housekeepers in the City of Mexico, as stated by Mr. Mayer.

PROVISIONS, &c.	Quantities and Prices.	PROVISIONS, &c.	Quantities and Prices.
MEATS.		Fruits—(continued.)	
Beef.....	12½ cents per 20 ounces.	Plantains.....	6½ cents for four.
Mutton.....	12½ " " 18 "	Grapes.....	28 " per lb.
Hams.....	50 " " lb.	Walnuts.....	6½ " for forty.
Ducks.....	12½ " " pair.	Melons.....	6½ to 12½ cents each.
Turkeys.....	1 dir. 50 " for each.	Avocates.....	6½ cents for four.
Powls.....	50 " " "	Apples.....	12½ " per dozen.
Pigeons.....	25 " per pair.	Tunas.....	6½ " " "
FISH.		Lemons.....	6½ " " "
Pesca-blanco, from the lake	02½ cents per lb.	Guyavas.....	6½ " for eight.
VEGETABLES, TEA, COFFEE, &c.		Granaditas.....	6½ " " four.
Onions.....	12½ cents per dozen.	DRINKS.	
Artichokes.....	25 " " "	Milk.....	6½ cents per quart.
Cauliflowers.....	12½ " each (small).	Pulque.....	6½ " " 3 quarts.
Cabbages.....	12½ to 25 cents each.	Water.....	6½ " " barrel.
Pears.....	25 cents per pint.	Aguardiente.....	18½ " " quart.
Corn.....	5 to 6 dir. per carga of 400 lbs.	Mescal.....	28 " " "
Barley.....	3 dir. " " "	Chicha.....	6½ " " 3 pints.
Rice.....	12½ cents per lb.	Orgeat.....	6½ " " quart.
Radishes.....	6½ " " 2½ dozen.	Agua de chila.....	6½ " " " "
Potatoes.....	12½ " " quart.	FUEL.	
Beans (frijoles).....	14½ " " lb.	Charcoal.....	6½ cents for 6 lbs.
Chili peppers.....	31½ " " dozen.	SERVANTS.	
Tomatoes.....	12½ " " for four small loaves, sixteen ounces in all.	Cook.....	4 to 6 dollars per month.
Bread.....	6½ cents per 16 ounces.	Coachman.....	15 " 20 " " "
Biscuits.....	50 " " lb.	Walter.....	8 " 10 " " "
Chocolate.....	2 to 3 dollars per lb.	Housekeeper.....	8 " 4 " " "
Tea.....	25 to 37½ cents per lb.	Chambermaid.....	3 " 4 " " "
Coffee.....	18½ cents per lb.	Soullion.....	
Sugar (refined).....	12½ " " "	RENTS.	
" (white).....		They vary according to situation, but they are very high throughout the capital; 500 dollars, 2500 dollars, and even higher rates, are given for the very best.	
FRUITS.			
Pines.....	12½ cents each.		
Chirimoyas.....	6½ to 12½ cents each.		
Peaches.....	6½ cents for four.		
Oranges.....	6½ " " six.		

CHAPTER X.

MANUFACTURES.

SPAIN prohibited, but was unable altogether to prevent manufacturing industry in her colonies. The great extent, and populousness, of her foreign possessions,—the remoteness of the principal settlements from the coast,—the difficulty of transporting bulky commodities over the interior of America,—the want of industry and commercial enterprise in her subjects at home,—the almost exclusive attention of her government to the acquisition of the precious metals,—and the Spanish indifference, and ignorant contempt, for other sources of opulence,—all contributed to bring forward some fabrics in Mexico. Spain, it is true, recognised the existence of a few branches of manufacturing industry in her colonies,—but the policy was to sacrifice those at any time to the real, or supposed, interests of the mother country. About the middle of the eighteenth century an extensive plan for the establishment of European manufactures at Quito was proposed to the Spanish ministry, and undertaken with their consent and apparent approbation, but was defeated by secret instructions, given to their agents in America; and in 1801 the manufactory of *Indian chintz* in Mexico was prohibited, lest it should interfere with the cotton manufactures of the peninsula. It must not, however, be forgotten that this was also the avowed policy of England; and that even Lord Chatham was its champion.* But neither the governments

* Lord Chatham declared that he would not, if he could prevent them, allow the colonies to manufacture a horse-shoe nail. Mr. Thompson says, "The mechanical arts are in a low condition. Most of the articles of every description which are used there are brought from other countries, with the exception of plate, saddles, and a few others. Large quantities of plate are manufactured both for churches and individual. I never saw a handsome piece, however, which was made

England, nor of Spain, could prevent the colonies from manufacturing certain necessary articles.

The chief manufactures of Mexico under the Spanish government up to 1807 were woollens, cottons, gold and silver lace, hats, leather, soap, and earthenware; but the total value of the goods which they produced, according to Humboldt, was not more than 7,000,000 or 8,000,000 of dollars annually. Some trifling fabrics of silk were introduced since that time; and the manufactures increased considerably in consequence of the war with England and the interruption of foreign commerce. Tobacco and gunpowder were royal manufactures and monopolies; and the former brought to the crown a clear revenue of 4,000,000 of dollars annually. Mexican artisans were said, by Von Humboldt, to be remarkably skilful in works of plate and jewellery; and, like some of the eastern nations, they had a singular turn for imitation; that very good carriages were made at Mexico, though the best coaches came from England. Mr. Thompson denies that they are skilful plate workers.

There were carriage-roads established by Spain from Mexico to most of the principal towns of the kingdom; but the transport of commodities has been chiefly effected, as in Old Spain, on the backs of mules. The new road from Perote to Vera Cruz was compared by Humboldt to the roads of the Simplon and Mont Cenis. It was going since then to ruin; but is in better condition, since the enterprising Americans have established diligences, driven also by Americans, between Vera Cruz and the city of Mexico.

Of the present state of manufactures in Mexico, Mr. Mayer gives the following statement:—

"A favourite mode," he says, "of raising loans in Mexico, for the benefit of government, has been that of granting permits to merchants (chiefly Englishmen) to introduce cotton twist into the republic. This is a prohibited article—prohibited for the purpose of cherishing the manufacturing establishments of the country. That these have progressed to a very considerable extent, and have entirely outstripped the production of the cotton planters of Mexico, will be seen by the annexed table, which I have obtained from the most authentic sources:—

STATISTICS of Mexican Manufactures.

DEPARTMENTS.	Factories.	Spindles Established.	Spindles in Erection.	TOTAL.
	number.	number.	number.	number.
In Mexico.....	12	30,156	....	30,156
" Puebla.....	21	35,672	12,240	47,912
" Vera Cruz.....	7	17,860	5,200	23,060
" Guadalupe.....	5	11,312	6,500	17,812
" Queretaro.....	2	7,000	....	7,000
" Durango.....	4	2,520	....	2,520
" Guanajuato.....	1	1,200	....	1,200
" Sonora.....	1	1,000	....	1,000
* Total.....	63	107,340	23,940	131,280

there. They say that the saddlers of no other country can make a Mexican saddle. I do not think any decent saddler would if he could. There are two articles, however, which I believe have never been manufactured in any other country—the reboso (a long shawl worn by the women), and the serape, which is used all the year round by the men. The reboso is made either of cotton or silk, and sometimes one-half of each. Those made of cotton are most esteemed, and sell for the highest price. They sell for from twenty to fifty and a hundred dollars. If they could be made as other similar fabrics are, by European skill and machinery, they would not cost ten dollars. The serape is nothing more than a blanket, the warp of cotton and the filling of wool, with all the fantastical figures woven upon it which characterise the Indian taste for wampum and beads. They sell at from three dollars to three hundred. In summer or winter nearly every Indian you meet has one thrown over his shoulders, and in the rainy season no man rides five miles without one."

* Mr. Thompson says,—"Puebla is the Lowell of Mexico. The principal cotton manufactures are located there, and some of them in very successful operation, which can be said of

"It must be remarked, that there are three manufacturing establishments in the department of Durango, the number of spindles in which, are not included in the preceding table, because the *Junta de Industria* had not received very definite information respecting them. They may, however, be calculated at about 4000, which, added to the 131,280, will give a grand total of 135,000, at least. The number of looms, also, in the republic is not presented, because *data* have been furnished only in relation to those moved by machinery. An immense number of hand-loom are in constant occupation throughout the republic.

COTTON FACTORIES.	Quantity.	Amount.	COTTON FACTORIES.	Quantity.	Amount.
	lbs.	dollars.		lbs.	dollars.
I.			IV.		
The cotton factories of the Republic consume, daily, with the 107,340 spindles, in actual operation.....	39,755		The 131,280 spindles, working day and night, will consume.....	24,797,333	
Which produces in spun thread, at the rate of one-third of a lb. for each spindle.....	33,780		Produce in thread.....	22,317,600	
Which, converted into mantas and rebosas, have a value of.....	....	39,358	Produce in manufactured value, as above.....	....	34,540,360
II.			V.		
The same factories, after the 23,940 spindles in erection are in operation, will consume daily.....	48,622		The 131,280 spindles will occupy (working only by day).....	looms, 8,753	
Each spindle will produce of thread. Which, converted as aforesaid, will amount in value to.....	43,760		Do. do. (working day and night).....	14,980	
III.			Operatives employed by day.....	number, 17,000	
The consumption of cotton, in the year, of 360 working days, with 131,940 spindles, will be.....	14,586,000		Do. do. day and night.....	29,000	
The produce in thread.....	13,138,000		VI.		
The produce in manufactured value, as above.....	....	14,440,800	It will require for the 131,280 spindles working by day.....	quinto of cotton, 145,600	
			The produce of the country, at the utmost, is not more than.....	50,000	
			Leaving a deficit of.....	95,600	
			*But if the spindles work day and night, they will require.....	quintals, 247,973	
			Produce of the country, as above.....	50,000	
			Leaving a deficit of.....	197,973	

* At the town of Lowell, alone, they make nearly 1,250,000 yards of cotton cloth per week, employ about 8000 operatives (6375 females), and use 433,000 lbs. of raw cotton per week. The annual amount of raw cotton used, is 22,568,000 lbs., enough to load fifty ships, of 350 tons each; and of cotton manufactured, 70,270,910 yards: 100 lbs. of cotton will produce eighty-nine yards of cloth.

The average price of *mantas* (cotton cloth), of one *vara* width, in 1842, was about twenty-five cents the *vara*: and of *twist*, No. 12 to 22, about seventy-five cents the pound. It was estimated, that if cotton fell in consequence of importations being

very few others. The English and other foreign merchants had, in 1842, either by the force of argument or some more potential influence, induced the President to consent to the admission, on more favourable terms, of coarse cotton goods; but the united and violent opposition of the manufacturers of Puebla defeated the arrangement. I said that very few of these establishments in Mexico were prosperous, or ever have been, although the price of an article of cotton goods is in Mexico thirty cents a yard, which sells in the United States for six cents. This results from many causes, which appear insuperable. The first of these is the high price of the raw material, which ranges from forty to fifty cents per pound, and in such articles as coarse cottons, the raw material constitutes the chief element of value. The importation of raw cotton is absolutely prohibited, and the tariff policy in Mexico, as in all other countries, rests upon a combination of different interests which are benefited by it; and although neither the manufacturers nor the cotton growers constitute a numerous class in Mexico, yet their combined influence, with the aid of the catch-words 'National independence, home industry,' &c., which have had so much power in a much more enlightened country than Mexico, are all-sufficient to sustain the prohibitory system—by which a Mexican pays for one shirt a sum that would buy him five in any other country. Another immense disadvantage of the Mexican manufacturer is, that all his machinery is transported by land at enormous cost—and when any portion of it gets out of order, the difficulty and delay of repairing it, and the consequent loss are incalculable. However tempting to such an investment may be the high prices of the manufactured articles, those high prices are equally tempting to smuggling in a country with 10,000 miles of frontier and sea-board. There is, perhaps, no other country where the receipts of the custom-house are so little to be relied on as to the amount of importations, and where smuggling is carried to so great an extent, even where goods are regularly imported, innumerable frauds are practised both by and upon the custom-house officers."

allowed, or a large crop, to twenty-five dollars the quintal, these articles would be reduced to eighteen and three-quarters cents the *cara* for the first, and to fifty cents the pound for the second. This condition of the market would prevent all importations from abroad, even aided by smuggling.

A merchant of the city of Mexico, informed Mr. Mayer that there are about 5000 hand-loom throughout the departments, which will work up all the spun yarn into *mantas* and *rebosos* as fast as it can be made. Many of these looms are entirely employed in the manufacture of the common *rebosos* the consumption of which is so great among the poorer classes. The value of these looms is estimated at between 6,000,000 dollars and 7,000,000 dollars. The number of persons employed, in every way in manufactures, cannot be much short of 30,000.

"The power made use of for the movement of the factories is water; which is abundant for that purpose, all over the country, proceeding from small streams falling from the mountains into the neighbouring plains or barrancas. Owing to the scarcity of wood, and the costliness of its transportation, steam cannot be advantageously applied.

"There are several manufactories of cotton balls, or thread, in Mexico, but they are not of very great importance.

"Paper factories are working with considerable success. There are two near the capital, one at Puebla, and one in Guadalajara. Their productions are very good, but by no means adequate to the consumption of the country. The quantity of this article used for *cigarritos*, or paper cigars, is inconceivable. The best coarse wrapping or envelope paper, I have ever seen, is made in Mexico from the leaves of the *Agave Americana*, the plant which yields "pulque." It has almost the toughness and tenacity of iron.

"Both at Puebla and Mexico there are several glass factories, making large quantities of the material for windows and common tumblers. Their produce is, nevertheless, insufficient for the wants of the country.

"Woollen blankets, and some very coarse woollen cloths or *baizes*, are also manufactured in the republic. The blankets are often of beautiful texture, and woven, with the gayest colours and patterns, into a garment that frequently costs a fashionable cavalier from two to five hundred dollars. As this is as indispensable an article for the comfort of a *lépero* as of a gentleman, and as necessary for a man as a *rebozo* is for a woman, you may readily imagine how great is the consumption.

"Such is a sketch of this branch of industry, to which the government and people seem to have devoted themselves with a hearty will. We have dwelt at considerable length upon it, as evincing an energy and temper not usually attributed to Mexicans, and for the purpose of exhibiting a phase of character at once creditable to their resolution and manifesting a degree of independence and thriftiness worthy of imitation."

Several failures have occurred in the cotton factories of Mexico. The prohibitory system is persevered in; and the prices of cotton cloths, especially, are enormously high. Mr. Thompson has a far less favourable opinion than Mr. Mayer of the manufactures of this republic.

CHAPTER XI.

COMMERCE OF MEXICO.

THE commerce of New Spain with the mother country was carried on almost entirely through Vera Cruz. In time of peace, Mr. Humboldt estimated the annual value of the exports, in that commerce, at 22,000,000 of dollars, and the annual value of the imports at 15,000,000 dollars. His statement of the articles are as follows:—

EXPORTS.	Dollars.	IMPORTS.	Dollars.
Gold and silver, in coin, bullion, and plate ..	17,000,000	Bale goods, including woollens, cottons, linens, and silks	2,500,000
Cochineal.....	2,000,000	Paper	1,000,000
Sugar.....	3,500,000	Brandy.....	1,000,000
Flour.....	200,000	Cacao.....	1,000,000
Indigo, being the produce of Nuevo Espana..	200,000	Quicksilver.....	600,000
Salt meat and other provisions	100,000	Iron, manufactured and unmanufactured....	600,000
Tanned hides.....	80,000	Steel.....	200,000
Sarsaparilla	90,000	Wine	700,000
Vanilla.....	60,000	Bees'-wax	300,000
Jalap.....	60,000		
Soap.....	80,000		
Logwood.....	40,000		
Pimento	80,000		
	21,780,000		14,800,000

This statement, however, must be considered as a mere approximation, which Humboldt, founded on the average of several years of peace, and therefore more applicable to the period antecedent to 1796, when the war with England broke out. Humboldt does not include, in this estimate, the contraband trade on the sea coast, and he has also omitted the indigo imported from Guatemala, and the cacao of Guayaquil, though exported from Vera Cruz, because these articles were not the produce of that kingdom.

The difficulty of intercourse at times was so great, that from Acapulco to Lima the passage was sometimes longer than from Ljma to Cadiz. Mexico and Peru, though at no great distance, were therefore incapable of maintaining any considerable commerce with each other. The old Acapulco Manilla ship arrived once a year at Acapulco with a cargo of Indian goods, valued at 1,200,000 or 1,300,000 dollars, and carried back silver in exchange, with a very small quantity of American produce, and some European goods.

The last *flota*, under the old system, sailed from Vera Cruz in 1778, and exported the produce of the four preceding years, which amounted in value to

	Dollars.
The exports of produce in 1787—90, the four first years after the new system was completely established, were valued at.....	2,470,022
	11,394,604
Difference of the four years.....	8,924,642
Export of produce in { 1802.....	9,186,212
1803.....	5,128,283

The export of 1802 was not, probably, a fair comparison, as *that* was the first year of peace after the termination of a long war, in which the direct commerce with Spain had been in a great measure suspended. In 1803, the value of exports was more than double that of four years under the old system, and nearly equal to the exports of two years immediately after the introduction of a more open trade. This open trade must not be considered either a free trade, or a trade with a foreign country. It meant, in fact, an open trade with Spain. The trade with foreign countries was really *open* only after 1808, and it is now nearly closed by a prohibitory tariff.

Humboldt gives the following estimate of the total amount, including the contraband:

	Dollars.
Annual value of importation of goods.....	20,000,000
— exportation of produce	6,000,000
Balance to be discharged in money.....	14,000,000
Annual produce of the mines.....	23,000,000
Export of money on account of the crown, and of private individuals residing in Spain.....	8,000,000
Export to discharge the balance of trade.....	14,000,000
Money added to the circulation of the colony.....	1,000,000
	23,000,000

According to Humboldt 'the dollars imported into Nueva Espana and Guatemala, in 1803, amounted to 22,000,000; and the exports consisted of produce to the value of 9,000,000 dollars, besides 22,500,000 dollars in specie.

The commerce of Mexico has been diminishing for the last eighteen years. This is attributable to the continual revolutionary disturbances of the country, the decrease of the wealth of the people, and the pecuniary embarrassments to which most of the inhabitants have been subjected, by the non-payment of government loans, and of unfortunate investments.

In 1832 and 1833, the revenue of the custom house amounted to about 12,000,000 per annum. In 1839, on account of the French blockade, it fell to nearly 3,000,000; in 1840, it rose again to 7,000,000; and, in the following year, fell to little more than 5,000,000 which sum may be divided among the different ports as follows, to wit:

	Dollars.
Vera Cruz.....	3,329,802
Tampico	884,039
Matamoros	212,403
Marattan.....	883,159
Guyamas.....	55,814
Monterrey.....	96,813
Acapulco.....	17,182
San Blas	208,445
	<hr/> 5,287,097

This corresponds to about 12,300,000 dollars' value of importation annually divided (according to an estimate), in the following manner:—

	Dollars.
From England	4,500,000
„ France.....	3,000,000
„ Hamburg	1,500,000
„ China	1,000,000
„ United States	800,000
„ Spain	500,000
„ Genoa and other ports	1,000,000
	<hr/> 12,300,000

The expense to the government, for the collection of this revenue, was 348,290 dollars. These statements are exclusive of the contraband trade from the United States by Santa Fé, and by the English and Americans by the sea-coasts.

The exports from the whole republic (chiefly its own productions), may be rated as follows, viz.:—

E X P O R T S.		Amount.
		dollars.
Precious metals .	Specie, through Vera Cruz	4,000,000
	„ „ Masatlan and San Blas.....	2,500,000
	„ Silver and gold, through other ports.....	5,000,000
	„ Silver, through Tampico	7,000,000
Cochineal, jalap, vanilla, sarsaparilla, and hides.....		1,000,000
Sundries.....		500,000
Total.....		<hr/> 20,000,000

From this estimate, about 18,500,000 dollars in the precious metals, are exported annually from Mexico. The mines produce near 22,000,000 of silver, of which, it is calculated, that 12,000,000 are coined in the seven mints of the republic per annum. There is a difference of about 8,000,000 dollars between the imports and exports, a large portion: all which is estimated to be covered by smuggling.

The following comparative estimate of the exports and imports of the United States and of Mexico, for the years 1841 and 1842, cannot fail to be interesting in this connexion, especially when the comparative extent of territory and population is taken into consideration:

EXPORTS.	Amount.	Amount.
	dollars.	dollars.
Exports from Mexico in 1842	20,000,000	20,000,000
Of which, in gold and silver	15,500,000	15,500,000
Balance in other products of industry	1,500,000	1,500,000
Excess of imports over the industrial exports, exclusive of the precious metals	10,500,000	10,500,000
Imports of the United States in 1841-2	99,357,329	99,357,329
Exports from " " " "	104,117,969	104,117,969
Difference	4,760,640	4,760,640
Exports of gold and silver	9,425,235	9,425,235
Of which was the produce of U. S. Mines	2,540,486	2,540,486
" foreign gold	677,297	677,297
" foreign silver	6,381,452	6,381,452
Total	9,805,235	9,805,235
Total exports from the United States	104,117,969	104,117,969
Deduct exports of the precious metals	9,805,235	9,805,235
		94,312,734

The United States exported 94,312,734 dollars' value, representing her industry (exclusive of gold and silver), while Mexico, with a territory nearly as large, exported but 1,500,000 dollars. In addition to this, it must be recollected, that but 2,746,846 dollars of the precious metals were the product of the United States, while at least 15,000,000 dollars were the product of the Mexican mines; leaving an excess of nearly 3,000,000 above the total annual coinage of the nation.

Whole value of exports, say for 8,000,000 inhabitants	dollars.	20,000,000
" " 17,000,000 "	"	104,117,969

This will give the ratio of about 6 dollars 12½ cents for each person in the United States, and 2 dollars 50 cents for each person in Mexico.

The contraband trade of Mexico has been carried on there with the utmost audacity; statistical returns must therefore be imperfect.

TRADE OF THE SEA PORTS.

We have observed that there are no great navigable rivers, and few good harbours. Not a mile of any Mexican river is navigated by steamboats. Probably not 600 miles of all the rivers in the empire could be navigated by the smallest steam vessels—nor is there a railroad in Mexico. It is asserted that there is not one in any country in which the Spanish language was spoken. We believe not one in 1846. Nearly all European trade passes through Vera Cruz and Tampico. The backs of mules are the means of transport.

PORT OF VERA CRUZ.—This port is far from being a good harbour. It is rather a roadstead. The little island of St. Juan de Ulloa, which is entirely covered with the immense fortress, is 500 or 600 yards from the mole of Vera Cruz, between which points all the commercial shipping anchors. It frequently occurs that violent north winds (called "los nortes," or northers) drive the vessels on shore, and even seriously damage the mole. The anchorage is bad. There is a brilliant revolving light, eighty feet above the level of the sea, on the north-west point of the island. Foreign ships of war anchor about three miles below, near the island of Sacrificios. A very narrow channel affords the only passage for ships of war, which must consequently pass immediately under the guns of the fort. The fortress of St. Juan de Ulloa has always been considered as one of the strongest in the world. When it was blown up in 1839, by the French, its garrison was wretched. Even then it would not have been so readily

taken had it not been for the accidental explosion of the powder magazine. It is at present, August, 1846, blockaded by the United States. Mr. Thompson says,

"Vera Cruz is much more effectually protected than by all her fortifications, by the northers and vomito (the yellow fever). The former have been the terror of all seamen since the discovery of the country. The latter prevails on all the Atlantic coast of Mexico during the whole year, and with the greatest malignancy, for two-thirds of the year; and it so happens, that the few months of comparative exemption from the ravages of the yellow fever are precisely those when the *northerners prevail* with the most destructive violence.

"I can see no advantage which could be gained by getting possession of Vera Cruz which would be at all commensurate with the loss of life, from disease alone, in retaining it. It is not the only port which Mexico possesses; and if it were, there is no country in the world which would be so little injured by cutting off all its foreign commerce, for there is no single want of civilised man which Mexico is not capable of furnishing. The town, it is true, might be destroyed, and heavy losses and much individual suffering be caused, but these are amongst the painful and deplorable consequences, not the legitimate objects of honourable war."

The present city of Vera Cruz is not the same which was built by Cortez in 1519, and which was the first European settlement in America. The *Villa Rica de la Vera Cruz*, the rich town of the true cross, is distant about six miles from the present city. Vera Cruz is described as rather a neatly built town, with broad and tolerably clean streets.

Mr. Thompson, who gives the last account of it, says,

"It would no doubt be as healthy as any other place in the same latitude and climate, if it were not for some large swamps in the rear of the city. The vomito is by no means the only, nor do I think it the most fatal of the diseases which prevail there. The bills of mortality in some years exhibit a great number of deaths from some other diseases, whilst in other years much the greatest number die of vomito."

COMMERCE of the Port of Vera Cruz.

N A T I O N S.	O N E Y E A R, From the 1st of January to the 31st of December, 1841.		S I X M O N T H S, From the 1st of January, 1842 to the 1st of July.	
	Entries.	Departures.	Entries.	Departures.
	number.	number.	number.	number.
American.....	39	37	19	19
English.....	45	42	26	21
French.....	31	33	13	17
Spanish.....	36	35	12	15
Hamburg.....	5	5	3	4
Danish.....	5	4	1	1
Belgian.....	3	3	1	0
Bremen.....	4	4	1	1
Prussian.....	2	2	2	0
Sardinian.....	4	5	2	2
Colombian.....	5	5	2	3
Mexican.....	37	43	20	26
Total.....	216	218	162	109
Passengers in 1841.....			1109	
Immigrants.....			450	
Increase of population.....			614	

Gross Return of British and Foreign Trade at the Port of Vera Cruz, during the Year 1845.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tons.	Crews.	Invoice Value of Cargoes in Pounds Sterling.	Vessels.	Tons.	Crews.	Invoice Value of Cargoes in Pounds Sterling.
	number.	number.	number.	£	number.	number.	number.	
English.....	17	2,438	124	468,200	18	2,676	138	
Mexican.....	104	11,480	984		103	11,573	976	
American.....	35	7,315	235		34	7,104	226	
French.....	17	3,704	204		20	4,493	241	
Spanish.....	16	2,216	128		15	2,107	121	
Hanseatic.....	6	1,015	62		6	1,016	62	
Danish.....	5	703	47		4	612	37	
Belgian.....	3	542	27		3	542	27	
Prussians.....	2	376	23		2	376	23	
Sardinians.....	2	366	24		5	631	53	
Venezuelians.....	1	110	7		1	110	7	
Total.....	268	30,416	1865		271	31,229	1911	

REMARKS.—The value of foreign importations cannot be obtained at the custom-house, where no account of them is kept: nor are foreign merchants at all disposed to give any such information.

The PORT OF TAMPICO has a bar at both the entrance of Boca del Rio and Brazo de Santiago, and they only admit small brigs and lesser vessels; but the rivers which flow into the lagoon are to some extent navigable. It is quite or nearly as unhealthy as Vera Cruz.

FOREIGN Trade of Tampico, from the 1st of January to the 31st of December, 1841.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tons.	Crews.	Value of Invoice in Pounds Sterling.	Vessels.	Tons.	Crews.	Value of Invoice in Pounds Sterling.
	number.	number.	number.	£	number.	number.	number.	£
United States.....	24	2572	108	49,025 8-2	24	2437	155	119,840 5-2
British men-of-war and packets.....	19	....	..	56,735	19	....	...	1,120,397
British merchantmen.....	9	1011	70	215,900	8	896	62	4,900
Mexican.....	18	864	120	14,800	18	885	123	2,960
French.....	6	592	42	83,000	3	462	32	35,000
Spanish.....	6	690	63	64,300	10	1290	110	40,000
Sardinian.....	9	1004	80	26,000	7	746	70	2,000
Danish.....	1	110	9	6,000	1	110	9	600
	1	62	5	1,200	1	62	5	
Total.....	91	6933	568	526,560 8-2	91	6983	566	1,320,597 5-2

N.B. — The pound sterling is valued at five dollars.

FOREIGN Trade with Tampico, from the 1st of January to the 31st of June, 1842.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tons.	Crews.	Invoice Value of Cargoes.	Vessels.	Tons.	Crews.	Invoice Value of Cargoes.
	number.	number.	number.	dollars.	number.	number.	number.	dollars.
American.....	15	1277	91	43,320	13	1002	83	171,980
British men-of-war and packets.....	14	....	....	269,953	14	....	...	2,445,240
British merchantmen.....	8	1276	62	810,000	5	687	89	7,123
Mexican.....	20	976	142	58,000	17	983	119	8,250
Hanseatic.....	2	269	19	105,000	2	260	19	8,000
French.....	4	497	35	200,000	5	841	44	175,000
Spanish.....	2	194	22	41,000	4	492	37	4,000
Sardinian.....	1	436	7	23,000	1	136	7	3,000
Columbian.....	1	57	10	6,000	1	87	10	4,000
Total.....	67	4667	338	1,062,345	62	4158	358	2,222,565

N.B.—The importation in British vessels and royal mail-steamers, is entirely quicksilver.

GROSS Return of British and Foreign Trade at the Port of Tampico, during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tons.	Crews.	Invoice Value of Cargoes.	Vessels.	Tons.	Crews.	Invoice Value of Cargoes.
	number.	number.	number.	dollars.	number.	number.	number.	dollars.
British..... (Of the country in which the consul resides.)	9	923	70	198,000	8	829	70	2,910
French.....	14	1582	135	84,000	14	1582	135	25,000*
Spanish.....	15	1026	104	21,000	15	1362	99	24,000†
American.....	1	100	10	5,000	1	160	10	500
Bremen.....								
Total.....	39	4291	319	208,000	38	3932	314	52,410

* Chiefly specie.

† Including specie.

The PORT OF MATAMOROS is formed by the Rio Bravo del Norte, and is forty miles distant from the town, where the custom-house is. There are two harbours, viz., the Brazo de Santiago, and the Boca del Rio; which latter is about nine miles to the southward of the former. Both are obstructed by a bar; that of the Brazo having usually from eight to ten feet water over it; and that of the Boca del Rio, from four to six feet. These bars are impassable during any strong wind. The anchorage in both harbours is fair, in three to five fathoms; but there is no perfect security for vessels during the gales so frequent in August and September. Vessels cannot come up the river to the town. In the Brazo, they unload by means of lighters; and in the Boca del Rio, they discharge on the banks of the river. The tide rises and falls but a few inches.

There is no lighthouse, and the coast is very flat. The best indication to an arriving vessel of her proximity to the port, is the discolouration of the water caused by the river, and which extends to some distance at sea.

On the arrival of a vessel off either harbour, the pilot goes out to her, if the bar be not too rough. A custom-house officer receives all the papers, giving to the captain a receipt for the same.

The whole trade of Matamoras in 1841, was carried on in vessels from the United States—Vessels, 32; tonnage, 2345.

EXPORTS to the United States.

ARTICLES.	Value.
	dls. cts.
Specie.....	352,706 87
Hides.....	117,334 00
Wool.....	15,943 00
Horses and mules.....	800 00
Total.....	486,834 87

IMPORTS from the United States.

COUNTRIES.	Silks.	Woolens.	Cottons.	Linens.	Ironware and machinery.	Paper.	Jewelry.	Sundries.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Germany.....	..	..	2,051	40,947	..	..	..	246	43,244
England.....	1049	25,046	146,280	23,768	3,921	..	..	2,140	208,195
Spain.....	..	..	..	..	..	..	..	8,060	8,060
United States.....	..	..	25,640	..	15,120	..	..	6,6140	106,900
France.....	2340	4,148	31,480	..	270	1680	452	5,334	52,301
Havana.....	..	..	..	6,597	..	..	..	13,245	13,245
Total value....	3380	29,194	205,451	71,312	19,311	1680	452	96,165	426,945

GROSS Return of the Trade of the Port of Matamoros during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes in Pounds Sterling.	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes in Pounds Sterling.
	number.	number.	number.	£	number.	number.	number.	£
Mexican	98	938	104	13,264	17	835	95	10,915
French	1	110	8	5,400	1	110	8	3,380
Hanseatic	1	63	7	6,000	1	88	7	
United States	13	928	84	40,650	11	849	77	49,675
Total.....	33	2054	203	65,314	30	1877	187	63,970

IMPORTS.—Flour, spirits, groceries, and dry goods, from New Orleans and England.

EXPORTS.

Specie.....	£ 37,142
49,041 hides, value	17,066
277,150 lbs. wool	3,320

RETURN of the Royal Mail Company's Ships which arrived and departed from Tampico during the Year ending the 31st of December, 1844.

NAME.	ARRIVED.			DEPARTED.		
	Date.	Where from.	Cargoes.	Date.	Where to.	Specie shipped.
			£			£
Forth.....	January 20.	Southampton.		January 30.	Southampton.	250,000
Dec.....	February 18.	do.		February 24.	do.	21,000
Tweed.....	March 19.	do.	Quicksilver,	March 22.	do.	15,600
Teviot.....	April 16.	do.	the total value	April 24.	do.	9,000
Thames.....	May 16.	do.	of which	May 21.	do.	232,000
Medway.....	June 15.	do.	taken from the	June 21.	do.	11,500
Severn.....	August 14.	do.	Consignees	August 26.	do.	7,600
Trent.....	September 18.	do.	was	September 26.	do.	
Avon.....	October 22.	do.	154,000	October 26.	do.	360,000
Forth.....	November 17.	do.		November 22.	do.	8,000
Dec.....	December 18.	do.		December 23.	do.	6,000
Total value..	....	....	154,000	....	....	930,700

“Exchange of Money, Weights, and Measures.—1 dollar = 8 rials, 1 rial medic

“The currency of the place, “*dinero provisional*,” although it consists precisely of the same denominations, is worth $2\frac{1}{2}$ per cent less than the new Mexican dollar, which is the only coin exported or received at the Custom-house. That is to say, $2\frac{1}{2}$ per cent is the premium paid on the spot, in exchanging one for the other. But the difference between the intrinsic value of the two coins is, I understand, much greater.

1 quintal = 4 arrobas = 100 lbs. Spanish ; 100 Spanish lbs. = 101.75 lbs. English.

1 vara = 36 inches, 108 varas = 100 English yards.

Pilotage.—At the Boca del Rio, five dollars per foot draught of water. At the Brazo de Santiago, three dollars per foot draught of water.

A bill of health is always required.

Charges and Dues for Lights, Buoys, Quays, Wharfs, &c.—None.

PORTS OF THE PACIFIC.*

ACAPULCO, or LOS REYES, is situated on the coast of the South Sea. Its inhabitants formerly consisted of nearly 400 families of Chinese, mulattoes, and negroes. The greater part of the town is on the sea shore. The air is extremely hot and moist, independent of its being in the torrid zone, it is entirely shut out from the north winds, being surrounded by lofty *serrania*. These circumstances render it very unhealthy, especially in the wet season, on account of the damps and sea-

winds blowing from the south-east to the great detriment of the inhabitants and merchants who come to trade here; this being the principal cause why scarcely any Spanish families ever resided here. Owing to the barren state of the land it is forced to seek its necessary supplies from the Indian settlements. The only commerce which it can be said to have ever had was a fair, held on the arrival of the galleons formerly from China; and when those departed there were no other means for the people of maintaining a trade. At the distance of a musket-shot, and on a promontory running far into the sea, is situate the castle and royal fort of San Diego, mounted with artillery. The port is safe, and so spacious that 500 ships can lay at anchor in it with ease. It is surrounded by lofty rising grounds. Its principal mouth is on the south side, formed by an island of an oblong figure, and somewhat inclining to the south-west. The same island forms also another mouth, which they call chica, or little. The canals on either side of the island are twenty-five fathoms deep. The chief trade of Acapulco was its commerce with Manilla. Lat., according to Humboldt, 16 deg. 50 min. 29 sec.; long. by ditto, 99 deg. 46 min. Lat., according to the Spaniards, 16 deg. 50 min. 30 sec.; long. by ditto, 100 deg. Both longitudes being measured from the meridian of Greenwich.

The Ports of SAN BLAS and MAZATLAN are the other principal ports; as harbours, neither are good. We have already given all the information we could obtain relative to the ports and trade of San Francisco and California.

GROSS Return of British and Foreign Trade at the Port of San Blas, during the Year ending the 31st of December, 1845.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.
	number.	number.	number.	dollars.	number.	number.	number.	dollars.
British.....	4	1125	59	....	4	1125	59	44,000
Danish.....	1	101	8	135,000	1	101	8	8,000
Peruvian.....	1	61	8	..	1	61	8	..
American.....	1	365	8	110,000	1	382	8	7,000
PORT OF MAZATLAN.								
British.....	4	1115	59	274,000	4	1165	68	167,500
Hamburg.....	4	940	51	118,000	5	1310	69	160,600
American.....	1	175	11	..	2	421	22	250,000
Chilian.....	4	600	37	72,500	1	128	9	3,500
Bremen.....	2	390	24	123,000	2	390	24	64,000
Danish.....	1	220	12	60,000	1	220	12	34,500
Ecuador.....	1	206	14	24,000	1	206	14	300,000
Spanish.....	1	225	14	30,000	1	225	14	..
Peruvian.....	1	210	16	..	1	210	16	..
Swedish.....	2	700	32	202,000	2	700	32	50,000
French.....	1	210	14	40,000	..	..	..	..
Total.....	29	6160	367	1,188,500	27	6644	263	1,323,100
Or at the exchange of 48d. per dollar.....	..	..	..	£237,700	..	..	..	£264,620

• STATEMENT of all Port Dues and other Charges on Foreign Shipping at the principal Ports of the Mexican Republic.

PORTS.	Tonnage Duty.	Water Dues.	Pilotage.	Ballast Charge.	Bill of Health.	Fee to Captain of the Port.	Stamps.
	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.	dollars.
Vera Cruz.....	1½	one-eighth per ton.	38¢ each ship.	85 per barge load of 25 tons.	....	10	8½
Tampico.....	1½	2 per 9 feet measurement.	1 per ton.	....	10	10	..
Matamoros.....	1½	....	gratification to pilot 16½	....	....	0	8
San Blas.....	1½	....	..	....	....	16, and for shifting their ship each time.	..
Mazatlan.....	1½	....	..	....	....	..	..
Guyamas.....	1½	....	..	....	....	..	..

REMARKS.—Whether a ship takes a pilot or not, the pilotage money is exacted on foreign shipping. The charge for ballast is exorbitant, and presses severely on owners of foreign vessels. The supply for ballast is a monopoly in the hands of barge proprietors. No foreign ship is allowed to convey its own ballast from the beach, which is all sand, and superabundant. Could the Mexican government be prevailed on to permit each ship to ballast with its own boats, it would have the effect of reducing the price of ballast, and would prove a great relief to British ship owners. Vouchers are not given in all cases. Vouchers are here given only on water dues, pilotage, and bill of health; the exceptions being on tonnage duty, fees to captain of the port, and stamps. There are no lights on the coast in this vicinity. Any assistance afforded to vessels in distress is an enormous and extra charge, at the will or caprice of the solitary pilot establishment at the bar, which is not under the control of the government. Vouchers are given by the custom-house on payment of the tonnage duty, and for the captain of the port for fees levied by him.

The dues here specified are exacted on all foreign vessels whatever, and under every circumstance, whether loaded or in ballast, when calling for orders or for supplies. Every vessel letting go her anchor in the harbours or roadstead, even if there is no cargo on board, is subject to these dues; and if loaded the cargo must all be discharged, whether destined for that port, or any other place whatever. There are no light-houses, buoys, or moorings, nor any establishment of pilots on the west coast of Mexico; nor are any services rendered or advantages existing which would warrant the exorbitant tonnage dues and charges exacted.

No advantages are enjoyed by foreign vessels from which British vessels are excluded. Mexican vessels employed in the coasting trade are exempted from all the charges specified in this statement. No foreign vessels are permitted to carry on the coasting trade.

BRITISH CONSULATE, *Mexico*, 30th of May, 1845.

No country imposes such enormous charges on shipping as Mexico. For instance:

CHARGES on British Shipping by the Authorities of Tampico. Example:—Brig Tomlinson, 125 Tons Register.

	dollars.	cents.		£	s.	d.
PILOTAGE						
125 tons at 1 dlr	125	0	at 4	25	0	0
Drafts, nine feet, at..... 2 dlr.	18	0	" 4	3	12	0
To the pilot	0	50	" 4	1	6	0
Voucher given.....	149	50	" 1	29	18	0
TONNAGE DUTY						
125 tons, Mexican measurement, no voucher given, at..... 1½ dlr.	202	50	" 4	40	10	0
	352	0	" 4	70	8	0
BILL OF HEALTH						
Report in the bill	10	0	" 4	2	0	0
Captain of the port fees, no voucher	10	0	" 4	2	0	0
Stamps	8	50	" 4	1	14	0
	380	50	" 4	75	2	0

Tampico, the 28th of November, 1844.

JAMES WILLIAM GLASS, (*Consul*).

CHAPTER XII.

TREATIES OF AMITY, COMMERCE, AND NAVIGATION, BETWEEN THE GOVERNMENT OF THE UNITED STATES AND THE GOVERNMENTS OF THE SPANISH AMERICAN REPUBLICS.

Treaty with the United States of Mexico.

ARTICLE I.—There shall be perpetual amity between the dominions and subjects of his Majesty, the King of the United Kingdom of Great Britain and Ireland, and the United States of Mexico, and their citizens.

ARTICLE II.—There shall be, between all the territories of his Britannic Majesty in Europe and the territories of Mexico, a reciprocal freedom of commerce. The inhabitants of the two countries respectively, shall have liberty freely and securely to come, with their ships and cargoes to all places, ports, and rivers in the territories aforesaid, saving only such particular ports to which other foreigners shall not be permitted to come, to enter into the same, and to remain and reside in any part of the said territories respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and, generally, the merchants and traders of each nation, respectively, shall enjoy the most complete protection and security for their commerce.

In like manner, the respective ships of war, and post-office packets of the two countries, shall have liberty freely and securely to come to all harbours, rivers, and places, saving only such particular ports (if any) to which other foreign ships of war and packets shall not be permitted to come, to enter into the same, to anchor, and to remain there and refit; subject always to the laws and statutes of the two countries, respectively.

By the right of entering the places, ports, and rivers mentioned in this article, the privilege of carrying on the coasting trade is not understood, in which national vessels only are permitted to engage.

ARTICLE III.—His Majesty the King of the United Kingdom of Great Britain and Ireland, engages further, that the inhabitants of Mexico shall have the like liberty of commerce and navigation stipulated for in the preceding article, in all his dominions situated out of Europe, to the full extent in which the same is permitted at present, or shall be permitted hereafter, to any other nation.

ARTICLE IV.—No higher or other duties shall be imposed on the importation into the dominions of his Britannic Majesty, of any article of the growth, produce, or manufacture of Mexico, and no other or higher duties shall be imposed on the importation into the territories of Mexico, of any articles of the growth, produce, or manufacture of his Britannic Majesty's dominions, than are or shall be payable on the like articles, being the growth, produce, or manufacture of any foreign country; nor shall any other or higher duties or charges be imposed in the territories or dominions of either of the contracting parties, on the exportation of any articles to the territories of the other, than such as are or may be payable on the exportation of the like articles to any other foreign country; nor shall any prohibition be imposed upon the exportation of any articles the growth, produce, or manufacture of his Britannic Majesty's dominions, or of the said territories of Mexico, to or from the said dominions of his Britannic Majesty, or to or from the said territories of Mexico, which shall not equally extend to all other nations.

ARTICLE V.—No higher or other duties or charges on account of tonnage, light or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed, in any of the ports of Mexico, on British vessels, than those payable, in the same ports, by Mexican vessels; nor, in the ports of his Britannic Majesty's territories, on Mexican vessels, than shall be payable, in the same ports, on British vessels.

ARTICLE VI.—The same duties shall be paid on the importation into the territories of Mexico, of any article the growth, produce, or manufacture of his Britannic Majesty's dominions, whether such importation shall be in Mexican or in British vessels; and the same duties shall be paid on the importation into the dominions of his Britannic Majesty, of any article the growth, produce, or manufacture of Mexico, whether such importation shall be in British or in Mexican vessels. The same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation to Mexico of any articles of the growth, produce, or manufacture of his Britannic Majesty's dominions, whether such exportation shall be in Mexican or in British vessels; and the same duties shall be paid, and the same bounties and drawbacks allowed, on the exportation of any articles the growth, produce, or manufacture of Mexico, to his Britannic Majesty's dominions, whether such exportation shall be in British or in Mexican vessels.

ARTICLE VII.—In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British or Mexican vessel, it is hereby agreed that all vessels built in the dominions of his Britannic Majesty, or vessels which shall have been captured from an enemy by his Britannic Majesty's ships of war, or by subjects of his said Majesty, furnished with letters of mark by the Lords Commissioners of the Admiralty, and regularly condemned in one of his said

Majesty's prize courts as a lawful prize, or which shall have been condemned in any competent court for the breach of the laws made for the prevention of the slave-trade, and owned, navigated, and registered according to the laws of Great Britain, shall be considered as British vessels: and that all vessels built in the territories of Mexico, or captured from the enemy by the ships of Mexico, and condemned under similar circumstances, and which shall be owned by any citizen or citizens thereof, and whereof the master and three-fourths of the mariners are citizens of Mexico, excepting where the laws provide for any extreme cases, shall be considered as Mexican vessels.

And it is further agreed, that every vessel, qualified to trade as above described, under the provisions of this treaty, shall be furnished with a register, passport, or sea-letter, under the signature of the proper person authorised to grant the same, according to the laws of the respective countries (the form of which shall be communicated), certifying the name, occupation, and residence of the owner or owners, in the dominions of his Britannic Majesty, or in the territories of Mexico, as the case may be; and that he, or they, is, or are, the sole owner or owners, in the proportion to be specified; together with the name, burden, and description of the vessel, as to build and measurement, and the several particulars constituting the national character of the vessel, as the case may be.

ARTICLE VIII.—All merchants, commanders of ships, and others, the subjects of his Britannic Majesty, shall have full liberty, in all the territories of Mexico, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter; nor shall they be obliged to employ any other persons for those purposes than those employed by Mexicans, nor to pay them any other salary or remuneration than such as is paid, in like cases, by Mexican citizens; and absolute freedom shall be allowed, in all cases, to the buyer and seller, to bargain and fix the price of any goods, wares, or merchandise, imported into, or exported from Mexico, as they shall see good, observing the laws and established customs of the country. The same privileges shall be enjoyed in the dominions of his Britannic Majesty, by the citizens of Mexico, under the same conditions.

The citizens and subjects of the contracting parties, in the territories of each other, shall receive and enjoy full and perfect protection for their persons and property, and shall have free and open access to the courts of justice in the said countries, respectively, for the prosecution and defence of their just rights; and they shall be at liberty to employ, in all causes, the advocates, attorneys, or agents of whatever description, whom they may think proper; and they shall enjoy, in this respect, the same rights and privileges therein, as native citizens.

ARTICLE IX.—In whatever relates to the succession to personal estates, by will or otherwise, and the disposal of personal property of every sort and denomination, by sale, donation, exchange, or testament, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions and territories, the same privileges, liberties, and rights, as native subjects; and shall not be charged, in any of these respects, with any higher imposts or duties than those which are paid, or may be paid, by the native subjects, or citizens of the power in whose dominions or territories they may be resident.

ARTICLE X.—In all that relates to the police of the ports, the lading and unlading of ships, the safety of merchandise, goods, and effects, the subjects of his Britannic Majesty, and the citizens of Mexico, respectively, shall be subject to the local laws and regulations of the dominions and territories in which they may reside. They shall be exempted from all compulsory military service, whether by sea or land. No forced loans shall be levied upon them; nor shall their property be subject to any other charges, requisitions, or taxes, than such as are paid by the native subjects or citizens of the contracting parties in their respective dominions.

ARTICLE XI.—It shall be free for each of the two contracting parties to appoint consuls for the protection of trade, to reside in the dominions and territories of the other party: but, before any consul shall act as such, he shall, in the usual form, be approved and admitted by the government to which he is sent; and either of the contracting parties may except from the residence of consuls such particular places as either of them may judge fit to be excepted. The Mexican diplomatic agents and consuls shall enjoy, in the dominions of his Britannic Majesty, whatever privileges, exceptions, and immunities are or shall be granted to agents of the same rank belonging to the most favoured nation: and, in like manner, the diplomatic agents and consuls of his Britannic Majesty in the Mexican territories shall enjoy, according to the strictest reciprocity, whatever privileges, exceptions, and immunities are or may be granted to the Mexican diplomatic agents and consuls in the dominions of his Britannic Majesty.

ARTICLE XII.—For the better security of commerce between the subjects of his Britannic Majesty and the citizens of the Mexican states, it is agreed that if, at any time, any interruption of friendly intercourse, or any rupture should unfortunately take place between the two contracting parties, the merchants residing upon the coasts shall be allowed six months, and those of the interior a whole year, to wind up their accounts, and dispose of their property; and that a safe conduct shall be given them to embark at the port which they shall themselves select. All those who are established in the respective dominions and territories of the two contracting parties, in

the exercise of any trade or special employment, shall have the privilege of remaining and continuing such trade and employment therein, without any manner of interruption, in full enjoyment of their liberty and property, as long as they behave peaceably, and commit no offence against the laws; and their goods and effects, of whatever description they may be, shall not be liable to seizure or sequestration, or to any other charges or demands than those which may be made upon the like effects or property, belonging to the native subjects or citizens of the respective dominions or territories in which such subjects or citizens may reside. In the same case, debts between individuals, public funds, and the shares of companies, shall never be confiscated, sequestered, or detained.

ARTICLE XIII.—The subjects of his Britannic Majesty, residing in the Mexican territories, shall enjoy, in their houses, persons and properties, the protection of the government; and, continuing in possession of what they now enjoy, they shall not be disturbed, molested, or annoyed in any manner, on account of their religion, provided they respect that of the nation in which they reside, as well as the constitution, laws, and customs of the country. They shall continue to enjoy, to the full, the privilege already granted to them of burying, in the places already assigned for that purpose, such subjects of his Britannic Majesty as may die within the Mexican territories; nor shall the funerals and sepulchres of the dead be disturbed in any way, or upon any account. The citizens of Mexico shall enjoy, in all the dominions of his Britannic Majesty, the same protection, and shall be allowed the free exercise of their religion, in public or private, either within their own houses, or in the chapels and places of worship set apart for that purpose.

ARTICLE XIV.—The subjects of his Britannic Majesty shall, on no account or pretext whatsoever, be disturbed or molested in the peaceable possession and exercise of whatever rights, privileges, and immunities they have at any time enjoyed within the limits described and laid down in a convention, signed between his said Majesty and the King of Spain, on the 14th of July, 1786; whether such rights, privileges, and immunities shall be derived from the stipulations of the said convention, or from any other concession which may at any time have been made by the King of Spain, or his predecessors, to British subjects and settlers residing and following their lawful occupations within the limits aforesaid: the two contracting parties reserving, however, for some more fitting opportunity the further arrangements on this article.

ARTICLE XV.—The government of Mexico engages to co-operate with his Britannic Majesty for the total abolition of the slave-trade, and to prohibit all persons inhabiting within the territories of Mexico, in the most effectual manner, from taking any share in such trade.

ARTICLE XVI.—The two contracting parties reserve to themselves the right of treating and agreeing hereafter, from time to time, upon such other articles as may appear to them to contribute still further to the improvement of their mutual intercourse, and the advancement of the general interests of their respective subjects and citizens; and such articles as may be so agreed upon, shall, when duly ratified, be regarded as forming a part of the present treaty, and shall have the same force as those now contained in it.

ARTICLE XVII.—The present treaty shall be ratified, and the ratifications shall be exchanged at London, within the space of six months, or sooner if possible.

In witness whereof the respective plenipotentiaries have signed the same, and have affixed thereto their respective seals.

Done at London, the twenty-sixth day of December, in the year of our Lord one thousand eight hundred and twenty-six.

(L.S.) WILLIAM HUSKISSON.
(L.S.) JAMES J. MORIER

Additional Articles.

ARTICLE I.—Whereas, in the present state of Mexican shipping, it would not be possible for Mexico to receive the full advantage of the reciprocity established by the Articles V., VI., VII. of the Treaty signed this day, if that part of the VIIth Article which stipulates that, in order to be considered as a Mexican ship, a ship shall actually have been built in Mexico, should be strictly and literally observed, and immediately brought into operation—it is agreed that, for the space of ten years, to be reckoned from the date of the exchange of the ratifications of this treaty, any ships, wheresoever built, being *bonâ fide* the property of, and wholly owned by one or more citizens of Mexico, and whereof the master and three-fourths of the mariners, at least, are also natural born citizens of Mexico, or persons domiciliated in Mexico, by act of the government, as lawful subjects of Mexico, to be certified according to the laws of that country, shall be considered as Mexican ships; his Majesty the King of the United Kingdom of Great Britain and Ireland reserving to himself the right, at the end of the said term of ten years, to claim the principle of reciprocal restriction stipulated for in the Article VII. above referred to, if the interests of British navigation shall be found to be prejudiced by the present exception to that reciprocity, in favour of Mexican shipping.

ARTICLE II.—It is further agreed that, for the like term of ten years, the stipulations contained

in Articles V. and VI. of the present treaty, shall be suspended; and, in lieu thereof, it is hereby agreed that, until the expiration of the said term of ten years, British ships entering into the ports of Mexico from the United Kingdom of Great Britain and Ireland, or any of his Britannic Majesty's dominions, and all articles the growth, produce, or manufacture of the United Kingdom, or of any of the said dominions, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable, in the said ports, by the ships, and the like goods, the growth, produce, or manufacture of the most favoured nation: and, reciprocally, it is agreed that Mexican ships entering into the ports of the United Kingdom of Great Britain and Ireland, or any other of his Britannic Majesty's dominions, from any port of the states of Mexico, and all articles the growth, produce, or manufacture of the said states, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable, in the said ports, by the ships and the like goods, the growth, produce, or manufacture of the most favoured nation; and that no higher duties shall be paid, or bounties or drawbacks allowed, on the exportation of any article the growth, produce, or manufacture of the dominions of either country, in the ships of the other, than upon the exportation of the like articles in the ships of any other foreign country.

It being understood that, at the end of the said term of ten years, the stipulations of the said Vth and VIth Articles shall, from thenceforward, be in full force between the two countries.

The present additional articles shall have the same force and validity as if they were inserted, word for word, in the treaty signed this day. They shall be ratified, and the ratifications shall be exchanged at the same time.

Treaty of Amity, Commerce, and Navigation, between His Majesty and the United Provinces of Rio de la Plata. Signed at Buenos Ayres, February 2, 1825.

ARTICLE I. There shall be perpetual amity between the dominions and subjects of his Majesty the King of the United Kingdom of Great Britain and Ireland, and the United Provinces of Rio de la Plata and their inhabitants.

ARTICLE II. There shall be, between all the territories of his Britannic Majesty in Europe, and the territories of the United Provinces of Rio de la Plata, a reciprocal freedom of commerce. The inhabitants of the two countries, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all such places, ports, and rivers, in the territories aforesaid, to which other foreigners are or may be permitted to come, to enter into the same, and to remain and reside in any part of the said territories respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and, generally, the merchants and traders of each nation, respectively, shall enjoy the most complete protection and security for their commerce; subject always to the laws and statutes of the two countries respectively.

ARTICLE III. Same as third article in Mexican treaty.

ARTICLE V. No higher or other duties or charges on account of tonnage, light, or harbour dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, shall be imposed, in any of the ports of the said United Provinces, on British vessels of the burthen of above 120 tons, than those payable in the same ports by vessels of the said United Provinces of the same burthen; nor in the ports of any of his Britannic Majesty's territories, on the vessels of the United Provinces of above 120 tons, than shall be payable in the same ports on British vessels of the same burthen.

ARTICLE VI. Same as in Mexican treaty.

ARTICLE VII. In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British vessel or a vessel of the said United Provinces, it is hereby agreed that all vessels built in the dominions of his Britannic Majesty, and owned, navigated, and registered according to the laws of Great Britain, shall be considered as British vessels; and that all vessels built in the territories of the said United Provinces, properly registered and owned by the citizens thereof, or any of them, and whereof the master and three-fourths of the mariners, at least, are citizens of the said United Provinces, shall be considered as vessels of the said United Provinces.

ARTICLE VIII.—All merchants, commanders of ships, and others the subjects of his Britannic Majesty, shall have the same liberty in all the territories of the said United Provinces as the natives thereof, to manage their own affairs themselves, or to commit them to the management of whomsoever they please as broker, factor, agent, or interpreter; nor shall they be obliged to employ any other persons for those purposes, nor to pay them any salary or remuneration unless they shall choose to employ them; and absolute freedom shall be allowed, in all cases, to the buyer and seller to bargain and fix the price of any goods, wares, or merchandise imported into, or exported from, the said United Provinces, as they shall see good.

ARTICLE IX.—In whatever relates to the lading and unlading of ships, the safety of merchandise, goods, and effects, the disposal of property of every sort and denomination, by sale, donation, or exchange, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions, the same

privileges, liberties, and rights as the most favoured nation, and shall not be charged, in any of these respects, with any higher duties or imposts than those which are paid, or may be paid by the native subjects or citizens of the power in whose dominions they may be resident. They shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans or military exactions or requisitions; neither shall they be compelled to pay any ordinary taxes under any pretext whatsoever, greater than those that are paid by native subjects or citizens.

ARTICLE X.—It shall be free for each of the two contracting parties to appoint consuls for the protection of trade, to reside in the dominions and territories of the other party; but before any consul shall act as such he shall, in the usual form, be approved and admitted by the government to which he is sent; and either of the contracting parties may except from the residence of consuls such particular places as either of them may judge fit to be so excepted.

ARTICLE XI.—For the better security of commerce between the subjects of his Britannic Majesty and the inhabitants of the United Provinces of Rio de la Plata, it is agreed that if at any time any interruption of friendly commercial intercourse, or any rupture should unfortunately take place between the two contracting parties, the subjects or citizens of either of the two contracting parties residing within the dominions of the other shall have the privilege of remaining and continuing their trade therein, without any manner of interruption, so long as they behave peaceably and commit no offence against the laws; and their effects and property, whether intrusted to individuals or to the state, shall not be liable to seizure or sequestration, or to any other demands than those which may be made upon the like effects or property belonging to the native inhabitants of the state in which such subjects or citizens may reside.

ARTICLE XII.—The subjects of his Britannic Majesty residing in the United Provinces of Rio de la Plata shall not be disturbed, persecuted, or annoyed on account of their religion, but they shall have perfect liberty of conscience therein, and to celebrate divine service either within their own private houses or in their own particular churches or chapels, which they shall be at liberty to build and maintain in convenient places, approved of by the government of the said United Provinces: liberty shall also be granted to bury the subjects of his Britannic Majesty who may die in the territories of the said United Provinces in their own burial places, which, in the same manner, they may freely establish and maintain. In the like manner, the citizens of the said United Provinces shall enjoy, within all the dominions of his Britannic Majesty, a perfect and unrestrained liberty of conscience, and of exercising their religion publicly or privately, within their own dwelling-houses or in the chapels and places of worship appointed for that purpose, agreeably to the system of toleration established in the dominions of his said majesty.

ARTICLE XIII.—Same as fifth article in Mexican treaty,

ARTICLE XIV.—His Britannic Majesty being extremely desirous of totally abolishing the slave trade, the United Provinces of Rio de la Plata engage to co-operate with his Britannic Majesty for the completion of so beneficent a work, and to prohibit all persons inhabiting within the said United Provinces, or subject to their jurisdiction, in the most effectual manner and by the most solemn laws from taking any share in such trade.

*Treaty of Amity, Commerce, and Navigation, between Great Britain and Colombia.
Signed at Bogota, 18th April, 1825.*

ARTICLE I.—There shall be perpetual, firm, and sincere amity between the dominions and subjects of his Majesty the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, and the state and people of Colombia.

ARTICLE II.—There shall be between all the territories of his Britannic Majesty in Europe and the territories of Colombia a reciprocal freedom of commerce. The subjects and citizens of the two countries, respectively, shall have liberty freely and securely to come, with their ships and cargoes, to all such places, ports, and rivers, in the territories aforesaid, to which other foreigners are or may be permitted to come, to enter into the same, and to remain and reside in any part of the said territories respectively; also to hire and occupy houses and warehouses for the purposes of their commerce; and, generally, the merchants and traders of each nation respectively shall enjoy the most complete protection and security for their commerce, subject always to the laws and statutes of the two countries respectively.

ARTICLES III., IV., V., and VI.—Same as in Mexican treaty.

ARTICLE VII.—In order to avoid any misunderstanding with respect to the regulations which may respectively constitute a British or a Colombian vessel, it is hereby agreed that all vessels built in the dominions of his Britannic Majesty and owned by British subjects, or by any of them, and whereof the master and three-fourths of the mariners, at least, are British subjects, excepting where the laws provide for any extreme case, shall be considered as British vessels; and that all vessels built in the territories of Colombia, and owned by the citizens thereof, or any of them, and whereof the master and three-fourths of the mariners, at least, are Colombian citizens, excepting where the laws provide for any extreme cases, shall be considered as Colombian vessels.

ARTICLES VIII., IX., X., XI., and XII.—Same as in treaty with Buenos Ayres.

ARTICLE XIII.—The government of Colombia engages to co-operate with his Britannic Majesty for the total abolition of the slave trade, and to prohibit all persons inhabiting within the territories of Colombia, in the most effectual manner, from taking any share in such trade.

ARTICLE XIV.—And forasmuch as it would be convenient and useful for the purpose of facilitating the mutual good understanding between the two contracting parties, and for avoiding all difficulties henceforward, that other articles should be proposed and added to the present treaty, which articles, both from a want of due time for their consideration, as well as from the pressure of circumstances, cannot at present be drawn up with required perfection, it has been and is agreed, on the part of both powers, that they will, with the least possible delay, come forward to treat and agree upon such articles as may be wanting to this treaty and deemed mutually beneficial, and which articles, when they shall be agreed upon and shall be duly ratified, shall form part of the present treaty of amity, commerce, and navigation.

Additional Article.

Whereas in the present state of the Colombian shipping, it would not be possible for Colombia to take advantage of the reciprocity established by Articles V., VI., and VII. of the treaty signed this day, if that part should be carried into immediate effect which stipulates that in order to be considered a Colombian ship a ship shall actually have been built in Colombia—it is agreed that for the space of seven years, to be reckoned from the date of the ratification of this treaty, any ships, wheresoever built, being *bonâ fide* the property of any of the citizens of Colombia, and whereof the master and three-fourths of the mariners, at least, are also Colombian citizens excepting where the laws provide for any extreme cases, shall be considered as Colombian ships;—his Majesty the King of the United Kingdom of Great Britain and Ireland reserving to himself the right, at the end of the said term of seven years, to claim the principle of reciprocal restriction stipulated for in Article VII. above referred to, if the interests of British navigation shall be found to be prejudiced by the present exception to that reciprocity, in favour of Colombian shipping.

The present additional article shall have the same force and validity as if it were inserted, word for word, in the treaty signed this day. It shall be ratified, and the ratification shall be exchanged at the same time.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Convention between His Majesty and the State of Venezuela. Signed at London, 29th October, 1834.

Whereas a treaty of amity, commerce, and navigation, consisting of fifteen articles, was concluded between his Majesty the King of the United Kingdom of Great Britain and Ireland and the state of Colombia, which said treaty, together with an additional article thereto, was signed at Bogotá, on the 18th day of April, 1825; and whereas, after reciting that extensive commercial intercourse having been established for a series of years between the dominions of his Britannic Majesty in Europe and the several provinces and countries of America which (then united) constituted the state of Colombia, it seemed good for the security as well as encouragement of such commercial intercourse, and for the maintenance of good understanding between his said Britannic Majesty and the said state, that the relations then subsisting between them should be regularly acknowledged and confirmed by the signature of a treaty of amity, commerce, and navigation; it was in and by the said treaty declared and agreed that, under certain regulations and conditions therein specified, there should be reciprocal freedom of commerce between the territories of his Britannic Majesty in Europe and the territories of Colombia: and whereas at the signing of the said treaty, the provinces of Venezuela were united with, and formed a component part of, the state of Colombia, but have since that time finally and entirely separated themselves therefrom, and from all other countries or provinces then or now united therewith, and have become a separate and independent state under a distinct government: and whereas it is desirable that the commercial relations or intercourse now or lately subsisting between the territories of his Britannic Majesty in Europe and the territories of the state of Venezuela respectively, should continue and be carried on in the same manner, and under the same regulations and conditions as are expressed and specified in the aforesaid treaty between his said majesty and the state of Colombia, and that his majesty should acknowledge the independence of the said state of Venezuela; it has been accordingly agreed to conclude a convention for the purposes aforesaid.

ARTICLE I.—His Majesty the King of the United Kingdom of Great Britain and Ireland and the state of Venezuela, the independence of which state is hereby acknowledged, recognised, and declared by his said majesty, mutually agree to adopt and confirm, as effectually as if the same were inserted word for word therein, the several articles and provisions of the aforesaid treaty con-

cluded between his said Majesty and the state of Colombia, together with the aforesaid additional article thereto; and that all the matters and things contained in such treaty and additional article shall, *mutatis mutandis*, from and after the conclusion of the present convention, be applied to the high contracting parties, their subjects and citizens, as effectually as if they were recited word for word herein; confirming and approving hereby all matters and things done or to be done by their respective subjects and citizens, under the aforesaid treaty, and in execution thereof.

ARTICLE II.—The high contracting parties further mutually agree to adopt and confirm, as part of the present convention, as effectually as if the same were inserted word for word herein, the declaration explanatory of that part of the VIIth article of the aforesaid treaty concluded between his Britannic Majesty and the state of Colombia, wherein it was defined what ships should be considered as entitled to the privileges of British and Colombian ships, which declaration was signed at London on the 7th day of November, 1825, by the Right Honourable George Canning, then his Britannic Majesty's Principal Secretary of State for Foreign Affairs, on behalf of his said majesty, and by Señor Manuel José Hurtado, plenipotentiary of the state of Colombia, on behalf of the said state; and that the said declaration, and the several provisions therein contained shall, from and after the ratification of the present convention, *mutatis mutandis*, be applied to his said majesty and his subjects, and to the said state of Venezuela and its citizens, as effectually as if the same were inserted word for word herein.

PERU.

Treaty of Amity, Commerce, and Navigation, between his Britannic Majesty and the Peru-Bolivian Confederation. Signed at Lima, June 5, 1837.

ARTICLE I.—Extensive commercial intercourse having been established for some time between the dominions of his Britannic Majesty and the States which compose the Peru-Bolivian Confederation, it seems good for the security as well as the encouragement of such commercial intercourse, and for the maintenance of good understanding between his Britannic Majesty and the said Confederation, that the relations now subsisting between them should be regularly acknowledged and confirmed by the signature of a treaty of amity, commerce, and navigation.

ARTICLES II., III., IV., V., VI., VII., VIII.—Same as in Mexican treaty.

ARTICLE IX.—In whatever relates to the police of the ports, the lading and unlading of ships, the safety of merchandise, goods, and effects, the succession to personal estates by will or otherwise, and the disposal of personal property of every sort and denomination, by sale, donation, exchange, or testament, or in any other manner whatsoever, as also the administration of justice, the subjects and citizens of the two contracting parties shall enjoy, in their respective dominions and territories, the same privileges, liberties, and rights as native subjects; and shall not be charged, in any of these respects, with any higher imposts or duties than those which are paid or may be paid, by the native subjects or citizens of the power in whose dominions or territories they may be resident; subject of course to the local laws and regulations of such dominions or territories.

In the event of any subject or citizen of either of the two contracting parties dying without will or testament, in the dominions or territories of the said contracting parties, the consul-general or consul of the said nation, or, in his absence, his representative, shall have the right to nominate curators, to take charge of the property of the deceased, so far as the laws of each country will permit, for the benefit of his lawful heirs and creditors, without interference, giving convenient notice thereof to the authorities of the countries.

ARTICLE X.—The subjects of his Britannic Majesty residing in the Peru-Bolivian Confederation, and the natives and citizens of the Peru-Bolivian Confederation residing in the dominions of his Britannic Majesty, shall be exempted from all compulsory military service whatsoever, whether by sea or land, and from all forced loans, or military exactions or requisitions; neither shall they be compelled under any pretext whatsoever, to pay any other ordinary charges, requisitions, or taxes greater than those that are paid by native subjects or citizens of the territories of the contracting parties, respectively.

ARTICLES XI. and XII.—Same as in Mexican treaty.

ARTICLE XIII.—The subjects of his Britannic Majesty, and the citizens of the Peru-Bolivian Confederation, respectively, shall enjoy in their houses, persons, and properties, the protection of the government, and continue in possession of the privileges which they now enjoy. And the subjects of his Britannic Majesty residing in the territories of the Peru-Bolivian Confederation, shall furthermore enjoy the most perfect and entire security of conscience, without being annoyed, prevented, or disturbed on account of their religious belief. Neither shall they be annoyed, mo-

lest, or disturbed in the proper exercise of their religion, provided that this take place in private houses, and with a decorum due to divine worship, with due respect to the laws, usages, and customs of the country. In the like manner, the citizens of the Peru-Bolivian Confederation shall enjoy, within all the dominions of his Britannic Majesty, a perfect and unrestrained liberty of conscience, and of exercising their religion publicly or privately, within their own dwelling-houses, or in the chapels and places of worship appointed for that purpose, agreeably to the system of toleration established in the dominions of his said Majesty. Liberty shall also be granted to bury the subjects or citizens of either of the two contracting parties, who may die in the dominions or territories of the other, in burial places of their own, which, in the same manner, they may freely establish and maintain; nor shall the funerals or sepulchres of the dead be disturbed in any way, or upon any account.

ARTICLES XIV., XV., XVI.—Same as in Mexican treaty.

Additional Articles.

ARTICLE I.—Whereas, in the present state of Peru-Bolivian shipping, it would not be possible for the said Confederation to receive the full advantage of the reciprocity established by the Articles V., VI., and VII., of the treaty signed this day; if that part of the VIIth Article which stipulates that, in order to be considered as a Peru-Bolivian ship, a ship shall actually have been built in the Peru-Bolivian Confederation, should be strictly and literary observed, and immediately brought into operation; it is agreed that, for the space of fifteen years, to be reckoned from the date of the exchange of the ratifications of this treaty, any ships, wheresoever built being *bonâ fide* the property of, and wholly owned by, one or more citizens of the Peru-Bolivian Confederation, and whereof the master and three-fourths of the mariners at least are also natural born citizens of the Peru-Bolivian Confederation, or persons domiciliated in the Peru-Bolivian Confederation by act of the government, as lawful subjects of the Peru-Bolivian Confederation, to be certified according to the laws of that country, shall be considered as Peru-Bolivian ships; his Majesty the King of the United Kingdom of Great Britain and Ireland reserving to himself the right, at the end of the said term of fifteen years, to claim the principle of reciprocal restriction stipulated for in the Article VII. above referred to, if the interests of British navigation shall be found to be prejudiced by the present exception to that reciprocity, in favour of Peru-Bolivian shipping.

ARTICLE II.—It is further agreed that, for the like term of fifteen years, the stipulations contained in the Articles V. and VI. of the present treaty shall be suspended; and, in lieu thereof, it is hereby agreed, that until the expiration of the said term of fifteen years, British ships entering into the ports of the Peru-Bolivian Confederation, from the United Kingdom of Great Britain and Ireland, or any other of his Britannic Majesty's dominions, and all articles the growth, produce, or manufacture of the United Kingdom, or of any of the said dominions, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable in the said ports by the ships, and the like goods, the growth, produce, or manufacture of the most favoured nation; and, reciprocally, it is agreed that Peru-Bolivian ships entering into the ports of the United Kingdom of Great Britain and Ireland, or any other of his Britannic Majesty's dominions, from any port of the Peru-Bolivian Confederation, and all articles, the growth, produce, or manufacture of the said Confederation, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable in the said ports, by the ships and the like goods, the growth, produce, or manufacture of the most favoured nation; and that no higher duties shall be paid, or bounties or drawbacks allowed, on the exportation of any article, the growth, produce, or manufacture of the dominions of either country, in the ships of the other, than upon the exportation of the like articles in the ships of any other foreign country.

It being understood that, at the end of the said term of fifteen years, the stipulations of the said Vth and VIth Articles shall, from thenceforward, be in full force between the two countries.

The present additional articles shall have the same force and validity as if they were inserted, word for word, in the Treaty signed this day. They shall be ratified, and the ratifications shall be exchanged at the same time.

Treaty of Amity, Commerce, and Navigation, between his Majesty and the Republic of Bolivia. Signed at Sucre, September 29, 1840.

ARTICLES I., II., III., IV., V., VI., VII., VIII., IX., X.—Same as in Mexican and Peru-Bolivian Treaty.

ARTICLES XI. and XII.—Same as in Mexican Treaty.

ARTICLES XIII. and XIV.—Same as in Peru-Bolivian Treaty.

ARTICLES XV. and XVI.—Same as in Mexican Treaty.

Additional Articles.

ARTICLE I.—Whereas, in the present state of Bolivian shipping, it would not be possible for the said republic to receive the full advantage of the reciprocity established by the Articles V., VI., and VII. of the Treaty signed this day, if that part of the VIIth Article, which stipulates that, in order to be considered as a Bolivian ship, a ship shall actually have been built in the republic of Bolivia, should be strictly and literally observed, and immediately brought into operation; it is agreed that, for the space of fifteen years, to be reckoned from the date of the exchange of the ratifications of this Treaty, any ships, wheresoever built, being *bonâ fide* the property of, and wholly owned by, one or more citizens of the republic of Bolivia, and whereof the master and three-fourths of the mariners, at least, are also natural born citizens of the republic of Bolivia, or persons domiciliated in the republic of Bolivia by act of the government, as lawful subjects of the republic of Bolivia, to be certified according to the laws of that country, shall be considered as Bolivian ships; Her Majesty the Queen of the United Kingdom of Great Britain and Ireland reserving to herself the right, at the end of the said term of fifteen years, to claim the principle of reciprocal restriction stipulated for in the Article VII. above referred to, if the interests of British navigation shall be found to be prejudiced by the present exception to that reciprocity, in favour of Bolivian shipping.

ARTICLE II.—It is further agreed that, for the like term of fifteen years, the stipulations contained in the Articles V. and VI. of the present Treaty shall be suspended; and, in lieu thereof, it is hereby agreed, that until the expiration of the said term of fifteen years, British ships entering into the ports of the republic of Bolivia from the United Kingdom of Great Britain and Ireland, or any other of her Britannic Majesty's dominions, and all articles, the growth, produce, or manufacture of the United Kingdom, or of any of the said dominions, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable, in the said ports by the ships, and the like goods, the growth, produce, or manufacture of the most favoured nation; and, reciprocally, it is agreed that Bolivian ships entering into the ports of the United Kingdom of Great Britain and Ireland, or any other of her Britannic Majesty's dominions, from any port of the republic of Bolivia, and all articles the growth, produce, or manufacture of the said republic, imported in such ships, shall pay no other or higher duties than are or may hereafter be payable in the said ports, by the ships and the like goods, the growth, produce, or manufacture of the most favoured nation; and that no higher duties shall be paid, or bounties and drawbacks allowed on the exportation of any article, the growth, produce, or manufacture of the dominions of either country, in the ships of the other, than upon the exportation of the like articles in the ships of any other foreign country.

It being understood that, at the end of the said term of fifteen years, the stipulations of the said Vth and VIth Articles shall, from thenceforward, be in full force between the two countries.

ARTICLE III.—If in the drawing up of this Treaty in the Spanish language, an involuntary error has been made in the translation, the English text is to be adhered to.

The present additional articles shall have the same force and validity as if they were inserted, word for word, in the Treaty signed this day. They shall be ratified, and the ratifications shall be exchanged at the same time.

Treaty of Amity, Commerce, and Navigation between her Majesty and the Oriental Republic of the Uruguay. Signed at London, August 26, 1842.

ARTICLES I. and II.—Same as in Mexican Treaty.

ARTICLE III.—There shall be reciprocal liberty of commerce and navigation between and amongst the subjects and citizens of the two high contracting parties; and the subjects and citizens of the two countries, respectively, shall not pay in the ports, harbours, roads, cities, towns, or places whatsoever in either country, any other or higher duties, taxes, or imposts, under whatsoever names designated or included, than those which are there paid by the subjects or citizens of the most favoured nation; and the subjects and citizens of each of the high contracting parties shall enjoy the same rights, privileges, liberties, favours, immunities, and exemptions, in matters of commerce and navigation, that are granted, or may hereafter be granted, in either country, to the subjects or citizens of the most favoured nation.

No duty of customs or other impost shall be charged upon any goods the produce of one country, upon importation by sea or by land from such country into the other, higher than the duty or impost charged upon goods of the same kind, the produce of, or imported from, any other country. And her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the Oriental Republic of the Uruguay, do hereby bind and engage themselves not to grant any favour, privilege, or immunity in matters of commerce and navigation, to the subjects or citizens of any other State, which shall not be also and at the same time extended to the subjects or citizens of the other high contracting party: gratuitously, if the concession in favour of that

other State shall have been gratuitous ; and on giving as nearly as possible the same compensation or equivalent, in case the concession shall have been conditional.

ARTICLES IV., V., VI.—Same as in Mexican Treaty.

ARTICLE VII.—The subjects of her Britannic Majesty shall have full liberty, in all the territories of the Oriental Republic of the Uruguay, to manage their own affairs themselves, or to commit them to the management of whomsoever they please, as broker, factor, agent, or interpreter ; and they shall not be obliged to employ any other persons in those capacities, than those employed by the citizens of the Oriental Republic of the Uruguay ; and they shall not be restrained in their choice of persons to act in such capacities, nor be obliged to pay them any other salary or remuneration than such as is paid in like cases by the citizens of the said republic ; and absolute freedom shall be allowed in all cases to the buyer and seller to bargain and fix the price of any goods, wares, or merchandise imported into and exported from the Oriental Republic of the Uruguay, as they shall see fit, provided they observe the laws and established customs of the country. The same privileges shall be enjoyed in the dominions of her Britannic Majesty by the citizens of the Oriental Republic of the Uruguay, under the same conditions.

The subjects and citizens of each of the contracting parties, respectively, shall, in the territories of the other, receive and enjoy full and perfect protection for their persons and property, and shall have free and open access to the courts of justice in the said countries, respectively, for the prosecution and defence of their just rights ; and they shall be at liberty to employ, in all causes, the advocates, attorneys, or agents of whatever description, whom they may think proper ; and they shall enjoy, in this respect, the same rights and privileges therein, as native citizens.

ARTICLE VIII.—In whatever relates to the police of ports, the lading and unlading of ships, the safety of merchandise, goods, and effects, the succession to personal estates by will or otherwise, and the disposal of personal property, of every sort and denomination, by sale, donation, exchange, or in any other manner whatsoever ; and to the administration of justice ; the subjects and citizens of each of the two contracting parties shall enjoy, in the dominions and territories of the other, the same privileges, liberties, and rights, as native subjects or citizens ; and they shall not be charged, in any of these respects, with any higher imposts or duties than those which are or may be paid by natives ; conforming of course to the local laws and regulations of such dominions or territories.

And it is further agreed, that the subjects and citizens of the two contracting parties shall have and enjoy, in all the dominions or territories of each other, the most full and perfect liberty to devise or dispose of their property and effects of every kind and denomination, and wheresoever situate, by will or testament, to such person or persons, and in such proportions as their own free will may dictate.

If any subject or citizen of either of the two contracting parties should die without will or testament in the dominions or territories of the other, the consul-general or consul, or, in his absence, the representative of such consul-general or consul, shall have the right to nominate curators to take charge of the property of the deceased, so far as the laws of the country will permit, for the benefit of the lawful heirs and creditors of the deceased, without being interfered with by the authorities of the country, but giving to those authorities due and proper notice.

ARTICLE IX.—The subjects of her Britannic Majesty residing in the territories of the Oriental Republic of the Uruguay, and the citizens of the said Republic residing in the dominions of her Britannic Majesty, shall be exempted from all compulsory military service whatsoever, either by sea or land, and from all forced loans or military exactions or requisitions.

Neither shall they be compelled, under any pretext whatsoever, to pay any charges, requisitions, or taxes, greater than those which are or may be paid by native subjects or citizens of the territories in which they reside.

ARTICLE X.—It shall be free for each of the two contracting parties to appoint consuls for the protection of trade, to reside in the dominions and territories of the other party ; but no consul shall act as such, until he shall, in the usual form, be approved and admitted by the government to which he is sent ; and either of the contracting parties may except from the residence of consuls such particular places as they may judge fit to be excepted. The diplomatic agents and consuls of the Oriental Republic of the Uruguay, in the dominions of her Britannic Majesty, shall enjoy whatever privileges, exemptions, and immunities, are or may there be granted to agents of the same rank belonging to the most favoured nation ; and in like manner, the diplomatic agents and consuls of her Britannic Majesty in the territories of the Oriental Republic of the Uruguay, shall enjoy, according to the strictest reciprocity, whatever privileges, exemptions, and immunities, are or may there be granted to the diplomatic agents and consuls of the most favoured nation.

ARTICLE XI.—Same as Article XII. in Mexican Treaty.

ARTICLE XII.—Same as Article XIII. in Peru-Bolivian Treaty.

ARTICLE XIII.—The present Treaty shall be in force for the term of ten years from the date thereof ; and further, until the end of twelve months after either of the high contracting parties

shall have given notice to the other of its intention to terminate the same : each of the high contracting parties reserving to itself the right of giving such notice to the other at the end of the said term of ten years, or at any subsequent time.

And it is hereby agreed between them, that at the expiration of twelve months after such notice shall have been received by either party from the other, this Treaty, and all the provisions thereof, shall altogether cease and determine.

ADDITIONAL ARTICLE.—Whereas by Article IX. of the Treaty of Amity, Commerce, and Navigation, concluded and signed this day between her Britannic Majesty and the Oriental Republic of the Uruguay, it is stipulated that the subjects of her Britannic Majesty, residing in the said Republic, shall not be compelled, under any pretext whatsoever, to pay any charges, requisitions, or taxes, greater than those which are or may be paid by native citizens ; and whereas, by a law of the Oriental Republic of the Uruguay, a foreigner pays for the licence to open a shop, or other establishment included in the provisions of the said law, a sum greater than that which is paid by a native citizen ; her Britannic Majesty engages, notwithstanding the provisions of the above-mentioned Article, not to insist upon the abolition of this distinction, so long as it exists impartially with regard to the subjects or citizens of every other foreign nation.

And his Excellency the President of the Oriental Republic of the Uruguay engages, on his part, that if at any future time, the amount payable by British subjects for such licence should be increased, a corresponding increase shall at the same time be made in the sum payable by native citizens of the Republic ; so that the proportion between the sum payable by British subjects and the sum payable by citizens of the Oriental Republic of the Uruguay, respectively, shall never be altered to the prejudice of British subjects.

The present additional article shall have the same force and validity as if it were inserted, word for word, in the Treaty signed this day. It shall be ratified, and the ratifications shall be exchanged at the same time.

SECOND ADDITIONAL ARTICLE.—Whereas a strict and immediate execution of that part of Article VI. of the Treaty of Amity, Commerce, and Navigation, signed at London on the 26th of August, 1842, between her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the Oriental Republic of the Uruguay, which stipulates that a ship must have been actually built within the territory of the Oriental Republic of the Uruguay, to be considered a ship of that Republic, would, in the present state of Uruguay shipping, deprive the Republic of the full advantage of the reciprocity intended to be established by the Treaty ; it is agreed that, for the space of seven years from the date of the exchange of the ratifications of the said Treaty, any ships, wheresoever built, being owned, navigated, and registered in conformity with the provisions of Article VI. of the Treaty, shall be considered as ships of the Oriental Republic of the Uruguay : her Majesty the Queen of the United Kingdom of Great Britain and Ireland reserving to herself the right to claim, at the end of the said term of seven years, the strict enforcement of all the stipulations contained in the said article of the Treaty, relative to the conditions which are to determine the national character of vessels of the Oriental Republic of the Uruguay.

The present additional article shall have the same force and validity as if it had been inserted, word for word, in the aforesaid Treaty of the 26th of August, 1842. It shall be ratified, and the ratifications shall be exchanged at the same time and place as those of the Treaty.

BRAZIL.

The *Commercial Treaty* with Brazil has expired in accordance with a notice given two years previously to that effect. No new Treaty has as yet been negotiated in consequence of excluding, by a prohibitory duty, sugar, the produce of Brazil by the British sugar duties acts of 1842, 1843, 1844, 1845.

CHAPTER XIII.

CUSTOMS' TARIFF OF THE SPANISH AMERICAN REPUBLICS.

THE commercial regulations and custom-house prohibitions and duties of the Spanish American Republics have been characterised by barbarous restrictions and by ignorance of all sound principles of commerce and finance. The most absurd restrictions even upon internal traffic, and the most preposterous attempts to protect national industry, have been adopted since the independence of those states, and as suddenly and capriciously altered in form. These regulations, and prohibitions, and duties have, like the revolutions of those unfortunate countries, been suddenly and capriciously changed by every new ruler, but always to the great injury of trade and commerce.

Though the latest tables of duties which we have obtained may, in a very short period, be altered, we believe the changes will not, for some time, materially alter the amount of duty, nor the restrictions on trade.

MEXICO.

General Commercial Regulations for the Maritime and Frontier Custom-houses, according to the Laws of the 27th of August, 1845.

ARTICLE I.—Every vessel of whatever nation, not at war with Mexico, shall be admitted into such ports of the latter as are open to foreign commerce; and in the act of arriving, the captain, or supercargo, and the crew, as well as the vessel and the cargo, shall be subjected to the regulations prescribed in this decree; to the payment of duties, and to the penalties established by it, or to the measures in force at the time of arriving. Vessels shall therefore be considered as arrived for all the uses of this tariff immediately on casting anchor in the waters of the port.

ARTICLE II.—Vessels proceeding from a foreign port, not excepting national vessels, shall bring no more merchandise than is destined for the Mexican port to which they are bound. The breach of this article shall be punished by confiscating the vessel and the merchandise not destined to the same port.

ARTICLE III.—The following ports are open to foreign commerce :

		Sisal.
		Campeachy.
		Santa Juan Bautista de Tabasco.
		Vera Cruz.
In the Mexican Gulf		Santa Anna de Taumalipas.
		Matamoros.
		Matagorda.
		Velasco
		Galveston
In the Pacific		Acapulco.
		San Blas.
		Mazatlan.
In the Gulf of California		Guaimas.
In the Sea of Upper California		Monterey.

Section I.

ARTICLE IV.—National vessels, conveying foreign or native goods, produce, or other effects from one port to another, or others in the republic, shall be free from tonnage duties.

ARTICLE V.—The following effects shall be free of all duties in whatever vessel they may be imported, viz. :

1. Card-wire.
2. Exotic or dissected animals.
3. Quicksilver.
4. Mineral coal, until the mines of the republic supply it.

5. Mineralogical and geological collections.
6. Objects of natural history.
7. Designs and models of machines, edifices, monuments, and shipping.
8. Bricks and earth for foundry furnaces.
9. Printing types.
10. Printed books, stitched and manuscript, or printed music, not including in this exemption books and other prints used for infant schools, or for devotion, and bound or half-bound books.
11. Topographical and geographical maps and charts.
12. Machines, apparatus, and instruments for scientific purposes.
13. Machines and apparatus for agriculture, mining, and the arts, except *stills* that are not of new invention. (In this and the preceding classification *machines* are understood to be such works as are composed of various pieces, with the object of, putting into play mechanical power; and *apparatus* such works as are composed of various pieces adapted for experiments in physics, and the chemical affinities of bodies, solid, liquid, gaseous, or imponderable; things that can be sold separately, such as pig iron, oil, broad cloth, plush, skins, &c., though coming as connected with machinery, shall be subject to the payment of duties.)
14. Ancient and modern coins of all metals, and facsimiles of them in compositions or pasteboard.
15. Ship masts.
16. Exotic plants and their seeds.
17. New vessels of all kinds, destined to become naturalised.
18. Linen rags.
19. Printing ink.

ARTICLE VII. Such articles as are declared free of importation duties, shall also be free of all other duties in their transit through the country.

ARTICLE VIII. Although the effects enumerated in the 5th article shall be free of all duties, they must be entered in the general manifest of the vessel, and bring particular invoices with them made in conformity with what is prescribed in Article XXVIII. Goods arriving in the republic without said documents, and having a consignee, he shall pay only a fine of fifty dollars, but should there be no consignee to take charge of them immediately, the fine shall be levied on said effects, which in this case shall be 100 dollars, and the surplus effects shall be delivered to the respective consuls, that they may hold them at the disposal of whoever may have a right to them.

Section II.—Prohibitions.

ARTICLE IX.—The importation of the following effects is prohibited under the penalty of confiscation, and other penalties imposed by this tariff:

1. Brandy distilled from sugar-cane, and any other not from the grape, except gin and rum imported in bottles and jars.
2. Starch.
3. Aniseed, cumin, and caraway-seed.
4. Capers.
5. Sugar of all kinds.
6. Rice.
7. Raw Cotton.
8. Indigo.
9. Brass and copper wire of all kinds.
10. Fire-arms, and other arms of all kind.
11. Sulphur.
12. Boots and half-boots of leather or cloth, with soles for men, women, and children.
13. Buttons of every metal, which are engraved or stamped on the obverse or reverse with the national or Spanish arms.
14. Coffee.
15. Manufactured wax.
16. Cast nails of all sizes.
17. Copper in pigs, and manufactured into utensils for domestic use.

18. Cumin.
19. Tortoiseshell and horn, manufactured into articles of the latter material only.
20. Epaulettes of all kinds and metals for military insignia.
21. Cordovan leather of all kinds and qualities.
22. Tin in blocks.
23. All kinds of prints, miniatures, pictures, and figures that are obscene, and in general every article of workmanship that is obscene, and contrary to religion and good morals.
24. Artificial flowers.
25. All kinds of balloons made of metals or other materials.
26. Chamois leather of all kinds.
27. Woollen cloths of the poorest and coarsest kinds, called "gerga" and "gerguetilla."
28. Wheat flour, except for Yucatan.
29. Every kind, number, and colour of cotton yarn.
30. Every kind, number, and colour of cotton thread.
31. Thread of cotton and linen mixed.
32. Soap of all kinds.
33. Children's toys.
34. Common earthenware, glazed or not glazed, printed or plain.
35. Books, pamphlets, and manuscripts prohibited by competent authority.
36. Blank books, ruled or not ruled, and invoices, bills of exchange, bills of lading, and forms of custom-house documents, whether printed, engraved or lithographed.
37. Hog's lard.
38. Molasses.
39. Timber of all kinds, excepting for ship masts, fine wood for veneers, and that permitted in Tampico and Matamoros by the decree of the 3rd of June, 1840, subject to the duties assigned to it.
40. Munitions of war, whether of lead, or any other metal.
41. Playing cards of all kinds.
42. Gold leaf or tinsel.
43. Broad cloth, not of the first quality.
44. Parchments, except for drawing.
45. Lead in the rough or refined.
46. Gunpowder, except for sporting.
47. Ploughshares of the same form as that used in the country.
48. "Rebosos" (cotton scarfs of the country) of all kinds, and all printed or clouded cloths, imitating them.
49. All kinds of ready-made clothing, including vestments and clerical ornaments.
(The following articles excepted :
Bands and sashes, with or without fringe.
Covered buttons of all kinds. Leather shirts.
Stocking web, shirts and drawers, whether of silk, cotton, or wool.
Silk scarfs.
Netted, or elastic caps, whether of silk, cotton, or wool.
Gloves.
Stockings, hats, and suspenders.
Handkerchiefs.
Shawls, with and without linings.)
50. Common salt.
51. Saltpetre.
52. Blankets and coverlets of cotton or woollen, or of a mixture of both.
53. "Sayal" (a fabric made of wool and hair) and sayalete (a coarse woollen stuff called in some places taminy).
54. Tallow in the rough and refined.
55. Tobacco of all kinds and in every form. It can only be imported by the director of the tobacco monopoly, but private licences for cigars and rappee will be granted

by the government, in which case the duties will be paid at three dollars per pound.

56. Plain and ribbed cloths, bleached, and unbleached, made of cotton alone or mixed, that do not exceed thirty threads weft and warp on a quarter inch.

57. Unbleached, twilled, and satin-faced cloths, made of cotton only or mixed, which do not exceed thirty threads weft and warp on a quarter inch.

58. Plain coloured cloths of fast colours made of cotton only, or mixed, which do not exceed twenty-five threads weft and warp on a quarter inch.

(When in this and other parts of the tariff colours are alluded to, it must be understood that the definition includes not only the colours which resist the action of water, soap, and light, but also those which do not resist them, but always retain enough colour to prevent them being used to the prejudice of the bleached and unbleached cottons manufactured in the country.)

59. Plain coloured cloths of fugitive colours, made of cotton only, or mixed, which do not exceed thirty threads under the quarter inch of weft and warp.

60. Salt pork cured or pressed and the offal of pigs.

(In this prohibition are not included *sausages* and *smoked hams*.)

61. Wheat and all other grain.

62. Shoes and slippers.

With respect to manufactured articles of iron and steel, the following are exempted from the said prohibition, and they shall pay the corresponding duties:—

Awl blades.

Fish hooks.

Barrel hoop and hoop iron.

Gimlets.

Braces and bracebits.

Gravers.

Knives proper to the arts.

Strings for musical instruments.

Hand vices.

Hoks for dentists.

Files.

Saws.

Screws.

ARTICLE X. The law of the 29th of March, 1827, remains in force, inasmuch as the powers given by it to the states' legislatures for fixing the periods for allowing the importation, are exercised by the "juntas" of the departments.

ARTICLE XI. The importation of wheat into the state of Chiapas is permitted in such cases as the "junta" of the department shall determine.

Section III.—Of Duties on a Valuation to be fixed according to the prices of the Articles within the Republic.

ARTICLE XII. All goods, produce, and effects included in this tariff shall pay the rates designated in it.

The goods which exceed a vara in width shall be reduced to square measure, and the rate shall be collected on each square vara; but cloths under a vara wide, which are joined together by a seam or list, are not to be passed as a single piece, otherwise it will be held as a fraud. Those which are not specified in this tariff shall pay an *ad valorem* duty of thirty per cent.

ARTICLE XIII.—The vessels, barrels, or bottles, which contain liquids, and the common wrappers of piece goods, including up to ten varas of inside wrapper, whether of linen, woollen, or cotton stuff not prohibited, will be exempt from duties, but if they exceed this length the whole shall pay duty according to this tariff, and should they be of a prohibited kind, they shall be confiscated.

SECTION IV.—Specific duties imposed according to fixed valuations on the basis of thirty per cent. These valuations are those which the goods are worth in Mexico, without any reference to the invoice prices. The following

ARTICLES.	Weight, Measure, or Number.	Mexican Money.		ARTICLES.	Weight, Measure, or Number.	Mexican Money.	
		Import Duty.	Import Duty.			Import Duty.	Import Duty.
		dira. cts.	£ s. d.			dira. cts.	£ s. d.
Oil, linseed.....	lb.	0 12	0 0 6	Fine wood for veneers.....	1000 sq. ft.	20 00	6 5 0
— olive.....	100 lbs.	5 0	1 0 10	Building-timber, admitted at Tampico and Matamoros by the decree of the 3rd of June, 1840.....	do.	10 00	2 1 8
Steel.....	do.	2 00	0 8 4	Shingles for roofing, by virtue of the same decree.....	thousand	2 00	0 8 4
Gin.....	do.	16 00	3 6 8	Butter, the weight of vessel included.....	100 lbs.	8 00	1 13 4
Sum.....	do.	18 00	3 15 0	Common writing-paper.....	quintal	12 00	2 10 0
Brandy from grape, pure or mixed, without allowance for leakage.....	do.	12 00	2 10 0	Letter-paper.....	do.	16 00	3 6 8
Scented waters, of any herb, flower, or wood, including weight of vessel.....	lb.	0 16	0 6 8	Drawing-paper of all sizes, and ruled music-paper.....	do.	16 00	3 6 8
White lead.....	do.	0 12	0 0 6	Ruled paper for accounts, and other uses, and paper gilt and adorned on the surface.....	do.	24 00	5 0 0
Shelled almonds, sweet and bitter.....	100 lbs.	6 00	1 5 0	Paper-hangings.....	do.	24 00	5 0 0
Almonds, in the husk.....	do.	4 00	0 16 8	Paper for letter-press.....	do.	6 00	1 5 0
Tinical.....	lb.	0 12½	0 0 6½	Copying-press paper.....	do.	16 00	3 6 8
Cod-fish, and any other dried or smoked.....	100 lbs.	4 00	0 16 8	Hand-paper of all qualities..	do.	7 00	1 0 2
Whalebone, in the rough or manufactured.....	lb.	0 14	0 0 7	Wrapping-paper.....	do.	3 00	0 12 0
Common glass bottles (empty)	dozen	0 75	0 3 1½	Laisins, figs, and all other dried fruits.....	do.	3 00	0 12 6
Demijohns.....	do.	1 00	0 4 2	Pepper, fine and common... 100 lbs.	do.	8 00	1 13 4
Guayaquil, Para, or Island cocoa.....	100 lbs.	4 00	0 16 8	Cheeses of all kinds, the weight of the wrappers included.....	do.	4 00	0 16 8
Cocoa of any other kind....	do.	8 00	1 13 4	Anchovies, salted, tunny, and any other sea-fish in pickle, salted, dried, or in oil, the weight of the vessel included.....	do.	5 00	1 0 10
Paint-boxes, with paints in phials, or cakes of from twelve to forty-eight, and without any other addition — with paints in flasks, or cakes, with other articles.	dozen	3 33	0 13 11	Tea, black.....	lb.	0 50	0 2 1
Cinnamon and cassia of all kinds.....	lb.	1 00	0 4 2	— green.....	do.	0 75	0 3 1½
Bees'-wax, bleached and unbleached.....	100 lbs.	22 00	4 11 8	Furniture, old and new, all kinds.....	100 lbs.	15 00	3 2 6
Virgin-wax.....	lb.	20 00	4 3 4	Carriages or open chariots, two wheels.....	each	25 00	5 4 2
Beer and cider, in quart bottles, without allowance for leakage.....	100 lbs.	8 00	1 13 4	— four wheels.....	do.	100 00	20 16 8
Beer and cider, in barrel, without allowag for leakage.....	do.	4 00	0 16 8	— gigs, two wheels.....	do.	20 00	10 8 4
Cloves.....	lb.	0 50	0 2 1	— small carriages, two seats.....	do.	150 00	31 5 0
Estables, not prohibited, such as hams and sausages, the latter called "chorizos," "chorisones," and "butifarras".....	100 lbs.	8 00	1 13 4	— coaches, landaus, two or more seats.....	do.	300 00	62 10 0
Preserves for eating, including weight of vessel containing them.....	do.	25 00	5 4 2	— stages and omnibuses....	do.	100 00	20 16 8
Sweetmeats, ditto, ditto.....	do.	40 00	10 8 4	Glass or crystal, formed into pieces of all kinds, colours, and sizes, except window-glass, and plate-glasses, without allowance for breakage, gross weight....	100 lbs.	6 00	1 5 0
Pickles in vinegar and salt...	do.	16 00	3 6 8	Glassware of all other kinds, as window and plate.....	do.	10 00	2 1 8
Manufactured sperm.....	do.	25 00	5 8 4	Window-glasses, of all numbers and colours, without any allowance for breakage—gross weight.....	do.	10 00	2 1 8
Sperm in cakes.....	do.	12 50	2 14 2	Vinegar.....	do.	3 00	0 13 4
Fruits preserved in brandy or other liquors, weight of vessel included.....	do.	23 00	3 15 10	White wines of all kinds, in barrel, without allowance for leakage.....	do.	2 50	0 10 5
Iron of all kinds, not manufactured.....	quintal	1 00	0 6 3	— do. in bottle, c. do....	do.	2 25	0 13 0½
— in plates, wrought and cast, and hoop-iron.....	do.	3 00	0 12 6	Red do. in barrels, do. do..	do.	2 25	0 9 4½
Tin-plates of all kinds and sizes.....	do.	4 50	0 18 9	— do. in bottle, do. do....	do.	3 00	0 12 6
Books or pamphlets of first lessons or of devotion.....	100 lbs.	8 00	1 13 4				

^b In levying the duties on this kind of article, no distinction will be made between new and old, and it is understood that such vehicles may be prevented from running on the public ways, if their wheels are not of the size prescribed by the police.

ARTICLES of Flax, Hemp, Tow, and Grass.

ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.	ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.
		Import Duty.	Import Duty.			Import Duty.	Import Duty.
Hemp.....	quintal	dlrs. cts.	£ s. d.	Bleached and unbleached, more than thirty-six threads to the quarter inch	vara	0 09	0 0 4½
Flax.....	do.	3 00	0 12 6	Plain cloths, made of the last-mentioned materials, painted, striped, or shaded, at and under a vara wide.....	do.	0 09	0 0 4½
Carpeting of hemp or flax alone, at and under a vara wide.....	vara	0 12½	0 0 6½	Bleached, unbleached, or coloured cloths figured, twilled or damasked, at and under a vara wide....	do.	0 11	0 0 6
Sheetings of flax or hemp, or imitations of them, at and under a vara wide.....	do.	0 07	0 0 3½	Bleached, unbleached, and coloured cloths, embroi- dered, or with open work, at and under a vara wide.....	do.	0 18	0 0 9
Socks and half-stockings of all colours.....	dozen	0 7½	0 3 1½	Men's and women's stockings of all kinds and colours...	dozen	1 50	0 0 3
Tapes of all kinds and colours	lb.	0 60	0 2 6	Children's do. do. do.	do.	0 50	0 2 1
Gloves of all sizes and colours	dozen	0 75	0 3 1½	Plain, white, or coloured handkerchiefs, at and under a vara wide.....	do.	1 50	0 6 2
Linon-thread of all kinds, numbers, and colours....	lb.	0 75	0 3 1½				
Twine of all kinds.....	100 lbs.	4 00	0 16 8				
Bleached, unbleached, and coloured cloths of hemp or hemp-tow, at and under a vara wide.....	vara	0 06	0 0 3				
Bleached and unbleached plain cloths, of flax, flax- tow, or grass, at and under a vara wide.....	do.	0 08	0 0 4				

Note 1.—Handkerchiefs exceeding a vara square shall be reduced to square measure for calculating the corresponding duty.

Note 2.—If any of the cloths included in the foregoing classification have a mixture of cotton in them, they shall pay the same duty annexed to cottons of a similar quality. If the mixture be of a material different from cotton, such as metal or silk, the same rate of duty shall be imposed as on a similar quality which has no mixture.

ARTICLES of Wool, Hair, Feathers, and Furs.

ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.	ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.
		Import Duty.	Import Duty.			Import Duty.	Import Duty.
Wool, raw.....	100 lbs.	4 00	0 16 8	Men's and women's stockings of all kinds and colours...	dozen	1 50	0 6 3
Floor-carpets and "tripe" of all kinds, at and under a vara wide.....	vara	0 75	0 3 1½	Children's do. do. do.	do.	0 50	0 2 1
Socks and half-stockings of all colours.....	dozen	0 75	0 3 1½	Plain and fancy broad-cloths of all colours, a vara wide.	vara	1 00	0 4 2
Stocking-webs, shirt, and drawers.....	each	0 50	0 2 1	Handkerchiefs, plain, wrought and twilled, of all colours, at and under a vara wide, exclusive of the fringe....	do.	0 20	0 6 10
Twilled casimers of all kinds and colours, at and under a vara.....	vara	0 75	0 3 1½	White and coloured plain cloths, at and under a vara wide.....	do.	0 12½	0 0 6½
Worsted-thread of all kinds and colours.....	lb.	0 00	0 2 6	Cloths of all colours, worked damasked, crossed, striped, and twilled, at and under a vara wide.....	do.	0 15	0 0 7½
Netted caps.....	dozen	3 00	0 12 0				
Gloves of all sizes and col- ours.....	do.	0 75	0 3 1½				

Note 1.—Handkerchiefs which exceed a square vara, shall be squared, and pay duties accordingly.

Note 2.—The cloths, included in this classification, having any mixture of cotton, shall pay, in addition to the rate annexed to them, fifteen per cent of the same rate. If the mixture be of any material different from cotton, such as metal or silk, they shall pay the rate annexed to a similar quality not mixed.

ARTICLE XVI.—Silks.

ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.	ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.
		Import Duty.	Import Duty.			Import Duty.	Import Duty.
		dlrs. cts.	£ s. d.			dlrs. cts.	£ s. d.
Blond, and other lace and netting of all kinds and colours, plain and embroi- dered.....	lb.	13 00	2 10 0	Un-twisted silk, or "guise," of all qualities and colours	lb.	2 00	0 8 4
Umbrellas and parasols of all sizes.....	each	1 25	0 5 2½	Thrown silk; sewing silk, and chisselle, for embroidering, of all qualities and colours	do.	3 00	0 12 6
Unmanufactured silk of all qualities.....	lb.	1 00	0 4 2	Plain and fancy silks of all fabrics, composed of silk only, or whatever quality or name.....	do.	3 00	0 12 6

Note.—The cloths, and other merchandise included in this classification, having a mixture of any other material to metal, shall pay the rate as if of silk only.

COTTON Manufactures.

ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.	ARTICLES.	Weight, Measure, or Num- ber.	Mexican Money.	British Money.
		Import Duty.	Import Duty.			Import Duty.	Import Duty.
		dirrs. cts.	£ s. d.			dirrs. cts.	£ s. d.
Socks and half-stockings....	dosen	0 80	0 2 4	Men's and women's stock- ings of all qualities and colours.....	dosen	1 50	0 4 3
Stocking-web, shirts, and drawers.....	each	0 50	0 2 1	Children's do.....	do.	0 80	0 2 1
White and coloured tapes. .	lb.	0 75	0 3 1½	Muslins, lincos, gauzes, and other white and coloured cotton cloths of an open texture, fancy and plain, without regard to the number of threads, at and under a vara wide.....	do.	0 12½	0 0 6½
Netted caps.....	dosen	3 00	0 12 6	Printed, striped, and checked handkerchiefs, of fast col- ours from twenty-six threads on the quarter inch, at and under a vara wide.....	do.	0 12½	0 0 6½
Gloves of all sizes and col- ours.....	do.	0 75	0 3 1½	Plain white handkerchiefs, with white or coloured borders, exceeding thirty threads on the quarter inch, at and under a vara wide.....	each	0 09	0 0 4½
Bleached and unbleached cloths, ribbed and plain, exceeding thirty threads weft and warp on the quarter inch, at and under a vara wide.....	vara	0 15	0 0 7½	White handkerchiefs, twilled or with raised stripes or checks, at and under a vara wide.....	do.	0 11	0 0 5
Unbleached, twilled, or satin cloths, exceeding thirty threads weft and warp on the quarter inch, at and under a vara wide.....	do.	0 15	0 0 7½	— do. with borders or cor- ners embroidered, or with open work, at and under a vara wide.....	do.	0 14	0 0 7
Plain cloths, unbleached or striped, of fugitive colours, exceeding thirty threads on the quarter inch.....	do.	0 15	0 0 7½	White and coloured muslin handkerchiefs, without re- gard to number of threads, at and under a vara wide.	do.	0 16	0 0 8
White, twilled, or satin cloths, with or without embossing, raised face, or cut like velvet, at and under a vara wide.....	do.	0 15	0 0 7½	Face of cotton, including boxes, &c.....	lb.	2 00	0 8 4
Plain cloths, printed or dyed, striped or shaded, of fast colours, from twenty-six threads weft and warp on the quarter inch, at and under a vara wide.....	do.	0 10	0 0 5				
Twilled, and all other cloths not plain, printed and dyed	do.	0 10	0 0 5				
Thread, cotton, or of cotton and wool, including the paper-packages.....	lb.	0 50	0 2 1				

Note 1.—All handkerchiefs which exceeds a square vara, shall be subject to pay duties, according to their kind, for the number of square varas they contain.

Note 2.—All the cloths included in this classification, although they may have a mixture of flax, hemp, grass, or tow, or any of them, shall pay the rate and duty as pure cotton, according to the description of cloth they are.

ARTICLE XVIII.—The weights and measures referred to in this tariff, and which shall regulate the collection of duties, are those of established usage in this Republic. The measures, therefore, are:—

The *vara*, of three feet long.

The *foot*, of twelve inches.

The *inch*, of twelve lines.

The weights are,—

The *quintal*, of four arrobas, is equal to 101 lbs. 7 ounces, averdupois.

The *arroba*, of twenty-five pounds.

The *pound*, of sixteen ounces, is equal to 1 lb. 4 drams nearly, averdupois.

The *ounce*, of sixteen drachms.

The *drachm*, of thirty-six grains.

The moneys named for the payment of duties are,—

The *dollar*, of eight silver rials, in value equal to about 4s. 2d. sterling.

The *cents*, one hundred to each dollar.

Dry Measure.—The cahiz contains 12 fanegas; and the fanega, 12 celemines. The latter has many sub-divisions. The fanega is of the capacity of 3439 cubic inches, English, and is equal to 1.599 bushel.

Liquid Measure.—The mozo of wine contains 16 arrobas, or cantaros; an arroba, 8 azumbras, or 32 quartillos. A botta contains 30 arrobas. The arroba measures 981 cubic inches, English, and is equal to 4.245 gallons. The arroba of oil is equal to 3.33 gallons.

Long Measure.—The foot is divided into 12 pulgadas, and is equal to 11.128 inches, English. The palmo measures 9 pulgadas, or 8½ inches; the vara, 4 palmos, or 33.384 inches.

Section V.—Of the Formalities required to be observed previous to the departure of the Vessel from the Port of Shipment.

ARTICLE XXVII.—These formalities shall be observed :—

- 1st. By the shippers of goods to the Republic.
- 2nd. By the captains and supercargoes of the vessels which bring the said goods.
- 3rd. By the consuls, vice-consuls, or merchants, who certify the invoices of the shippers and the vessels' manifests in the mode expressed in the proper place.

Of the Shippers and Consignees of Goods.

ARTICLE XXVIII.—Any individual sending from a foreign country merchandise to the Mexican Republic, shall make one or more invoices (according as it suits him) of all the merchandise which he ships to each consignee. This invoice must contain the following particulars:—

- 1st. The name of the vessel and captain, and the port of Mexico to which the vessel is bound, together with the name of the party to whom the articles contained in said invoice are consigned.
- 2nd. The particulars in writing and cypher of the contents of all bales, cases, barrels, packs, or bundles in which each kind of merchandise comes.
- 3rd. The marks and numbers of each package.
- 4th. The name of the merchandise, and the particulars, in writing and cypher, of the quantity, weight, length, and breadth appertaining to the said merchandise, agreeably to what this tariff requires for the regulation of the payment of duties, it being understood that the width shall be expressed in the same kind of measure as the length.

The liquids and commodities, whose duties are regulated according to this tariff by weight, the invoices must specify in the kind of weight that is in use at the port from whence the vessel comes, and must give all particulars as to what it is.

5th. The signature of the owner or shipper.

6th. The shipper shall present to the Mexican consul, or vice-consul, residing at his port, three copies of the invoice, and this officer shall certify each one in the manner required in the thirty-fifth article, and then deliver to the said shipper one of the copies to be sent to his consignee by said vessel. Should there be no Mexican consul or vice-consul in the port, these invoices shall be presented to the consul or vice-consul of any other nation at peace with Mexico; but should there be no such consul or vice-consul there, then said invoices may be certified by two merchants of known reputation resident in the port. The form of the certificate will be, in all cases, that prescribed by the thirty-fifth article.

ARTICLE XXIX.—For the neglect of any one of these six requisites the collector shall impose the penalties hereinafter expressed, and exact them from the consignee.

1st. For the omission of each one of the requisites, 1, 2, and 3, a fine not under five, and not above twenty-five dollars.

2nd. Omitting to explain in writing and cypher what is required in 4, will incur a penalty similar to the one stated in the preceding paragraph; but if the invoice do not specify the quantity, weight, or measure of the goods, the whole of that part of the cargo not so specified shall be examined, and the duties on this part shall be charged twenty-five per cent more than that fixed in this tariff.

3rd. When the signature of the shipper is wanting in the invoices, the omission shall be punished by a fine of from five to twenty-five dollars; but should the signature be wanting in one or two copies, which in all other respects agree with the one signed, no penalty shall be incurred; and if they should not agree the aforesaid fine will be levied, and the duties shall be rated according to the invoice which will yield the greatest amount of them.

4th. In case the consular certificate, or that of two merchants where there are no

consuls, be wanting, the goods thus uncertified shall be placed in deposit for one month; during this time, should the consignee present certified invoices, the goods shall be despatched, without exacting any fine, but being longer in deposit without the required certificate being presented, they shall be confiscated. Where the certificate has been granted in any consulate, and the seal omitted, a fine shall be imposed of from ten to fifty dollars; but should this happen with respect to one or two of the copies, or that they be not certified at all, the penalty will be the same as that expressed in the preceding paragraph.

Great care is required in packing separately all articles liable to quick ignition by friction.

ARTICLE XXX.—All interpolations, corrections, scratchings, and erasures in the body of invoices are prohibited under a penalty of from fifty to two hundred dollars. Should any alteration be necessary, it shall be placed at the foot, and before the consular certificate, specifying clearly what is the alteration in the part or parts of said invoice, but without touching in any way the original writing, only in this way or in that expressed in Article XLI., can be admitted any alteration, otherwise the penalty imposed by this article shall be incurred.

ARTICLE XXXI.—Should the vessel have proceeded from two or more foreign ports, and have brought cargoes from each, she must bring invoices from each one of the goods taken on board at each place with the same number of copies and other requisites indicated in the preceding articles, and similar to those she brings from the first port of her sailing.

Of Captains of Vessels.

ARTICLE XXXII.—The duties of captains of vessels, spoken of in this tariff belong equally to supercargoes, when there are any.

ARTICLE XXXIII.—The captain of every vessel laden with any kind whatever of merchandise from a foreign port, must make a general manifest of them in triplicate, at the port of shipment, and this document shall specify:—

1st. The vessel's name and nation, the measurement of her tonnage in writing and cypher, the captain's name, the port of her departure, and the Mexican port to which she is bound.

2nd. The shippers' names and those of the consignees to whom the cargo is to be delivered.

3rd. The bales, cases, barrels, packs or packages of every kind, with their corresponding marks and numbers, the number of which shall be written in letters and cyphers, and each kind specified, whether they be bales or cases, &c.

4th. The general denomination of the merchandise shall be stated as it appears in the bills of lading.

5th. The date and signature of the captain.

6th. The captain shall present to the Mexican consul or vice-consul residing in the port from whence he sails, three copies of the manifest, in order that in each one may be written the certificate expressed in the thirty-fourth Article. Should there be no consuls or vice-consuls there, the provision stated in the sixth paragraph of the twentieth Article shall be observed.

ARTICLE XXXIV. For the omission of any of the first five conditions aforesaid, the captain shall be fined from five to twenty-five dollars, to be regulated by the collector.

ARTICLE XXXV.—In case the certificate alluded to in the sixth condition be omitted in the three copies of the manifest, the vessel, and all that belongs to it will be confiscated but the cargo will not be subject to this penalty provided its respective invoices and certificates are in order.

ARTICLE XXXVI.—The omission of the certificate, seal, or captain's signature, and any one of the three copies of the manifest shall be liable to similar fines as the omissions of a similar nature in the shipper's invoices.

ARTICLE XXXVII.—It will be the captain's duty to avoid the defects in his manifest spoken of in Article XXX., and in case there be any, to have them rectified in the same manner as is stated in the said article, under the penalty of 200 dollars for each infraction.

ARTICLE XXXVIII.—The captain is equally obliged to present certified manifests of any cargo he may receive at ports where he may stop at, after his first sailing, as well as to have invoices made out agreeably to Article XXX., under the penalty of losing his vessel, and all that belongs to her, for such omission.

Of Consuls and Consular Certificates.

ARTICLE XXXIX.—The consuls and vice-consuls of the republic resident in foreign countries, are required under the strictest penalty of the law punctually to observe all the provisions of this tariff that relate to themselves. At the same time, the republic expects all consuls, vice-consuls, and merchants of friendly nations, to proceed agreeably to these instructions, in the exercise of that protection which in their official capacity it is their duty to extend to the fair trader, and thus protect the captains of vessels and shippers of goods from the injuries to which they would be exposed by any deviation from the forms prescribed in this tariff for their guidance.

ARTICLE XL.—As soon as any captain or super-cargo of a vessel presents the consul with the manifest in triplicate, of the cargo destined to any Mexican port, or when any merchant delivers him his invoices in triplicate, he shall intimate to them that if any alteration is necessary, it must be done immediately without losing sight of the provision relative to alterations contained in Articles XXX. and XXXVII.; for when once the certificate is added, no alteration whatever shall be admitted.

ARTICLE XLI.—By virtue of what is provided in Article XXX., no consul, vice-consul, or merchant, shall certify any manifest or invoice brought to them with interpolations, corrections, scratchings, or erasures; in such case they shall be returned to the owner to be written out afresh; but if it should happen that the sailing of the vessel does not allow time for this, the consular certificate may be added, provided said defects are described in it, whether they occur in manifests or invoices; such defects being interpolations, corrections, scratchings, or erasures. The fees of office in such case, will be double what is commonly paid for a certificate. When any manifest or invoice has not passed these forms, the fine imposed by the Articles XXX. and XXXVII. will be incurred by the captain or consignee.

ARTICLE XLVIII.—Before certifying the manifests of the captains and the invoices of shippers, the consul or vice-consul shall ask if they are aware of the kind of goods, produce, and other merchandise prohibited from entering the republic, and of the penalties imposed by this tariff on those who trade in such merchandise. If they reply in the affirmative, their documents shall be certified; if the contrary, they shall be made aware of them before the certificates are granted.

Section VI.—Of the Arrival of Vessels at the Ports of the Republic.

ARTICLE XLIX.—All foreign vessels arriving at the ports of the republic, shall pay a tonnage duty of twelve rials per ton, and national vessels arriving direct from foreign ports shall be subject also to the same.

The anchorage dues in respect to both are abolished.

ARTICLE L.—When a vessel, after her total discharge, is permitted, agreeably to Article CV., to go from one port to another in the republic, in order to ship merchandise of the country, tonnage duties shall not again be exacted, but in order to enjoy this privilege, it must be understood that she comes direct from a national port, otherwise she shall pay the usual dues.

ARTICLE LI.—The captains or supercargoes of vessels proceeding from a foreign port, on arrival in the waters of a Mexican port, shall not allow any person whatever to come on board until they have been visited by the quarantine officers, and those of the custom-house, whose boats shall carry the national flag. The violation of these provisions shall subject the captain or supercargo to a fine of fifty dollars. An equal fine shall be exacted from any person not belonging to the vessel, who shall either speak or board her before the visit of the aforesaid officers.

The non-payment of the fine shall be remedied by confining the defaulters, who shall also suffer for breaking the quarantine regulations.

ARTICLE LII.—Whether the vessel be in the act of sailing or anchored, as soon

as a revenue officer, or some one authorised by the collector of the customs, should he think proper to appoint such, shall go on board; the captain or supercargo shall deliver in the same moment to either one or other of the aforesaid officers the packet or packets addressed to the collector agreeably to Article XXXVIII.; should he fail to do so without being able to produce justifiable proof of some extraordinary accident having occurred during the voyage, he shall be subjected to a fine of 200 dollars, besides the expenses of making new copies of the manifest taken from the third copy which he brings with him as required by the same Article XXXVIII., and from the invoices presented by the consignees, which copies shall be authorised by the collector and comptroller of the custom-house.

If the lost manifest be that which the captain should bring with him, and its absence be not accounted for from a similar cause, he shall be fined fifty dollars; but should the sealed packet inclosing the two copies of manifest of invoices, together with his own manifest be wanting, and their absence not be honestly accounted for, the vessel and all that belongs to her shall be confiscated, but not the cargo; if, however, the consignee of any part of it do not present his invoices as required by Article XXXVIII., then this part also shall be confiscated. As a general rule, the non-delivery of the three copies of the ship's manifest, or that of the invoices without a sufficient cause being shown before a revenue law-court, shall be punished with the confiscation of the vessel and that part of the cargo involved in it. Of all which, advice shall be given by the first post to the principal office of customs and direct taxes.

ARTICLE LIII.—At the same time that the captain or supercargo delivers the packet treated of in the foregoing article, to the revenue officer or the agent from the custom-house, he shall also deliver to them a note signed by him, stating the trunks, valises, and any other baggage belonging to his passengers, expressing the names of those to whom they belong. Said note shall also contain the stock on hand of provisions belonging to the vessel. The non-delivery of this note shall subject the captain to a fine of fifty dollars.

ARTICLE LIV.—Should the stock of provisions appear to the collector of the custom-house excessive in the extreme, he shall have power to order it to be deposited in the custom-house stores, directing the vessel to be supplied with what may be necessary for its consumption, and allowing the remainder to be embarked only when there be no risk of fraud.

ARTICLE LV.—The captain or supercargo having omitted to deliver a note stating the baggage and the surplus stock of provisions, it shall be supplied by the revenue or custom-house agents, forming one by taking the particulars as given by the passengers in respect to their luggage; and by taking an inventory of the stock of provisions at the same time if possible, either before or after the vessel has finished her discharge. The officer who does this, shall add his signature, and it shall be at the option of the collector to fix the time for doing it.

ARTICLE LVI.—Should the vessel have suffered stress of weather during her voyage, causing part of the cargo to be thrown overboard, or having been forced to put into port, and obliged to sell some part of the cargo to meet expenses, then the captain or supercargo shall present a declaration in writing of the circumstances, and deliver the same to the revenue officer, or to the agent of the custom-house, with the sealed packet containing the manifest and invoices.

ARTICLE LVII.—As soon as the collector receives this declaration, he shall communicate it to the mercantile tribunal, which shall immediately proceed to obtain proofs of the alleged facts. If the case be of goods thrown overboard, it will be necessary to prove it, not only by the affirmation of the passengers and crew, but also by the entry of it in the log-book. Similar evidence will be required of the sales made at the port which the vessel may have been forced to put into, and besides a certificate of the fact shall be legalised by a public authority at said port.

ARTICLE LVIII.—On the facts as stated having been proved, no duties shall be exacted on the merchandise thrown overboard or sold.

ARTICLE LIX.—The principal revenue officer or the custom-house officer having received the sealed packet, and the statement as required by Articles XLIV. and XLV., which

the captain or supercargo ought to deliver to one of the two, said officer shall give the captain or supercargo the proper receipt, which shall in every case be a printed form, bearing the custom-house seal. This being done, he shall immediately proceed to seal the hatches and other parts of the hold of the vessel. No guard shall remain on board, excepting when the collector so orders it, which order must be in writing.

ARTICLE LX.—Due vigilance shall be used by the revenue officers both by land and water, in order to prevent communication with the vessel, or fraudulent extraction of the cargo.

ARTICLE LXI.—The principal revenue officer, or the custom-house agent, on landing shall immediately deliver into the hands of the collector the sealed packet containing the manifest and invoices, as well as the list of luggage and stock of provisions, and without any delay the collector shall put into the post-office the packet for the Minister of Finance, in order that it may be forwarded by the first mail, or by an express, should there be one. After this the collector shall compare the documents, and finding them in order, shall sign them.

ARTICLE LXII.—Within twelve business hours from casting anchor, the captain or supercargo shall deliver to the collector and comptroller, or to the person who acts for them, the third copy of his general manifest, as required by Article XXXVIII. He shall make oath in the manner he holds most solemn and in due form before said officers, that all the merchandise on freight and for sale, forming the vessel's cargo, is contained in the manifest, and in the list of luggage and stock of provisions presented by him. Should he refuse to make oath, the collector shall direct the captain of the port to detain the vessel until the custom-house be satisfied that there is no fraud.

ARTICLE LXIII.—Within twelve business hours after the delivery of the correspondence, the consignees shall present their copies of invoices belonging to the cargo, making oath to each with their signatures affixed, that they are correct and in order according to the best of their knowledge and belief, taking into account the corrections which may have been made. Should the consignee refuse to make oath in the manner aforesaid, the merchandise contained in his invoices shall be examined piece by piece, and with the greatest scrutiny.

ARTICLE LXIV. The consignee named in the invoice of the shipper of the goods may refuse to receive them, provided he renounce his right during the twelve business hours granted for presenting the invoices, and provided also he present them at the time of formally refusing the consignment.

ARTICLE LXV.—The time fixed in the preceding article having elapsed without either refusing to receive the goods or presenting the corresponding invoices, it shall be understood that the consignment is accepted.

ARTICLE LXVI.—Should there be several consignees in common, the refusal must be signed by all. But if they are named in order, 1, 2, 3, &c., the refusal of the last in order is equivalent to that of all those who precede.

ARTICLE LXVII.—If the shipper of the goods, whose consignment is refused, be a citizen of the republic, the collector shall inform the mercantile tribunal of it, and it shall name two respectable merchants as consignees.

ARTICLE LXVIII.—If one of these refuse, and the other consent, this one alone shall be the consignee. The refusal of these consignees officially named must be made within two business days after the date of their nomination, otherwise it shall be understood that they have accepted the consignment.

ARTICLE LXIX.—Should both the persons thus appointed refuse, the tribunal shall inform the collector, who shall order the goods to be sold at public auction to the best bidder. From the produce of the sale, the duties shall be deducted, and the balance placed in deposit with the mercantile tribunal on account of the owner.

ARTICLE LXX.—Should the shipper of the goods whose consignment has been refused be a foreigner, the collector shall make an official communication to the consul or vice-consul belonging to the same nation, advising him of it, in order that within the time limited by Article LX., he may state whether or not he will take charge of the goods; after this limited time expires, he shall be considered the consignee.

ARTICLE LXXI.—The consul or vice-consul having declined the charge, the goods shall be disposed of as directed in Articles LXVII., LXVIII., and LXIX.

ARTICLE LXXII.—Any vessel anchoring in a Mexican port, whose object is neither to receive or discharge cargo, but merely to repair damages, or take in provisions for the crew, shall be permitted to remain during the time necessary for this object, but on condition that all the papers belonging to the cargo be exhibited, and that she be subject to all the regulations and precautions established for all other vessels arriving at and destined for these ports. If any transshipment of goods take place without the permission given by the collector to store them during the time of careening, and it be discovered, the vessel shall be dealt with in the manner prescribed in Articles CXX., CXXI., and CXXII., according to the kind of the goods. When the damage is of such a kind as to prevent the vessel continuing her voyage, the collector shall inform the government, in order that it may determine what ought to be done.

ARTICLE LXXIII.—The captain or supercargo, during the twelve business hours allowed him for presenting his manifest, and the consignees, during the twelve hours allowed them for their invoices, may correct at the foot of them any of the defects fineable by Articles XXVIII., XXXIV., and XXXVI., of this tariff, but no defects can be reformed which incur the penalty of confiscation, nor that of 25 per cent augmentation in the duties, as spoken of in the 2nd part of Article XXVIII., nor in respect to the omissions treated of in Article LXXXIV., because these penalties falling on breaches of the law which cannot be attributed to forgetfulness, or involuntary negligence, do not merit indulgence; the aforesaid reforms shall free those who were liable to the corresponding fines.

Section IX.—Of Exportation.

ARTICLE CX.—Foreign vessels shall not be allowed to carry on the coasting-trade, or of "Echelle," in the ports of the republic, but after concluding their discharge in any of them, and having cleared, they may go directly to those open to the coasting or other trade, in order to load dyewood, or any other national produce that is exempted by law from duties of exportation, provided always that they have a certificate in due form from the respective custom-houses of having there paid the tonnage duties.

ARTICLE CXI.—In order to enjoy the privilege granted in the preceding article, all foreign vessels must submit to the visit of the officers of health and search belonging to the port at which they arrive; and should they carry money to make purchases, they must have also a certificate in due form from the respective custom-houses, expressing in figures and writing the amount embarked, and that the export duties appointed by this tariff have been paid.

ARTICLE CXII.—All goods, produce, and national commodities shall be free of all duties on exportation, neither shall they be liable to duties of any kind whatever in their transit through the interior of the country or coastwise, excepting the following, which they shall pay to the national revenue:—

Gold in coin	3 per cent.
Gold bullion (quintado)	6 "
Silver in coin	6 "
Wrought silver (quintado)	7 "
Virgin silver, accompanied with certificate of having paid "quinto" duty	7 "

ARTICLE CXIII.—The exportation of gold and silver in bars or ingots, in ore, and dust, Mexican monuments and antiquities, and the seed of the cochineal is prohibited under penalty of confiscation; but this prohibition shall not extend to small quantities of the mineral ores and dust intended for specimens as curiosities; but a permit from the government for their exportation will always be required.

ARTICLE CXIV.—The permission to export gold and silver bullion at the ports of Guaimas and Mazatlan shall be continued, under the conditions and formalities prescribed in the decrees of the 10th November, 1841, and 16th February, 1842, gold when exported paying 11 per cent and silver 9½ per cent on the value, besides 1 per cent more for each of duty imposed by the 2nd article of the decree of the 10th March of

this year, when not sent to the mint to be coined. The collection of these duties hereby authorised is exempt from the term of credit allowed by the 101st article.

ARTICLE CXV.—Articles subject to export duty, shipped clandestinely to evade the payment of duty shall be confiscated, if so discovered : should the goods be beyond seizure, a fine equal to the amount of them valued at the market price shall be levied. Should the article have been embarked and the vessel still in port, the respective tribunals shall cause it to be landed, or, in case of resistance, shall proceed against the captain or supercargo of the vessel, imposing penalties on them equal to the degree and circumstances of the offence.

ARTICLE CXVI.—The exportation of goods not liable to duty being effected, without attending to the formalities prescribed, shall be punished with a fine equal to 10 per cent of their value, taken at the market price of the goods.

Section X.—Of other Cases wherein fines or penalties shall be incurred.

ARTICLE CXVII.—Besides the cases specified already in the respective articles of this tariff for levying penalties, there are others which incur them, should the following provisions be infringed :—

ARTICLE CXVIII.—If any foreign vessel, of whatever burden or form, or wherever she may have come from, be found loading or unloading goods of any kind at any coast, river, harbour, bay, or other place not pointed out by this tariff as a port for foreign vessels, she shall for this alone be confiscated, together with the cargo and all that belongs to her. The commander of said vessel shall be fined from 500 to 3000 dollars, according to the value of the cargo, and shall be condemned besides to from six months to five years of labour and banishment. All those who knowingly aid or protect the loading of said vessels, or the carriage of goods by land introduced into or carried out of places described in this article, shall suffer the following fines and punishments, viz. ;— the owner, or his deputy, of the carts, beasts of burden, and every thing used in the transport of the effects, and the persons who receive the goods, as well as he who delivers, deposits, takes charge of, or conceals them, shall all undergo the same penalties and punishments as the captain or supercargo of the vessel, and the other shall be punished by paying a tenth-part of the fine, and suffering a tenth of the punishment imposed on the principals.

National vessels shall be liable to the same penalties on coming from a foreign port and entering any of those not open to foreign commerce, if found shipping any effects whatever for a foreign country, and when they are found loading or unloading any kind of goods whatever at ports or places not open to foreign commerce, or to the coasting trade.

ARTICLE CXX.—All merchandise found in ports open to foreign commerce, or the coasting trade, which has been introduced, or be in the act of being introduced, without being subjected to the forms prescribed in this decree, and without observing any of the instructions or regulations issued by the government, shall be confiscated, together with all the boats, canoes, and vessels of every class.

ARTICLE CXXI.—Should said merchandise be prohibited, there shall be imposed besides the fines in Article XCVII. ;—

ARTICLE CXXII.—Should they be goods of which the government has a monopoly, the importers and exporters who introduce them in another port or coast of the republic, together with him who delivers and receives them, shall suffer, besides the confiscation of the goods, vessels, cars, beasts for riding or of burden, with their harnesses, equipments, and arms, a fine of double the value of the monopolised goods, rated at the price of the monopoly at the respective places, and in default of payment shall be condemned to banishment for the term of from two to eight years.

ARTICLE CXXIII.—Should false money, whatever the metal may be, be found, besides the confiscation of every thing mentioned in the preceding article, and besides a fine equal to what the false money would represent if legal, the offender shall be punished with all the penalties inflicted by the law on coiners ; should the offender be unable to pay the fine, the metal shall be melted, and held, together with all the property that may have been recovered, for the benefit of the informer, and those who seized it.

Passports.—The master of any vessel coming from a foreign port, shall immediately on his arrival in any of the ports of the Republic, declare in writing to the chief of the maritime custom-house, the number of passengers he has on board, the country to which they belong, their trade or occupation, and the place where they embarked. The penalty for neglect to comply with this regulation, or the making a false statement, is 100 dollars, and an additional fine of twenty dollars for each passenger omitted in the report. The vessel may be detained until the penalty be paid. Seamen, whose names are entered on the roll, are not considered as passengers.

Every foreigner shall, before he disembarks, declare his name, age, stature, place of birth, from whence he came, his destination, the object of his voyage, and his profession, which, when executed by the head of a family, will be sufficient for the women and children thereof.

The declaration above must be in writing, and signed by the person making the same.

This formality being complied with, the collector shall give to the foreigner a permit to disembark, subject, however, to the following rules:

1. That no Spaniard, or subject of the Spanish government, shall enter the Republic.

2. That any foreigner provided with a passport from the general government may disembark.

3. That the citizens of the new States of America, and the subjects of nations who may have agents officially accredited to the Republic, may also land, having passports granted, or examined by any Mexican agent at the place of embarkation, or on security of their consul in the port where they may arrive, or on that of any Mexican citizen.

The subjects of nations who are not comprehended in the foregoing paragraph, shall only be permitted to land with a passport of the General government, or with one granted or examined by any Mexican agent residing in a foreign country.

The foreigner to whom such permit is granted, must, within twenty-four hours of having landed, present himself to the civil authority of the port.

Any foreigner permitted to introduce himself into the Republic as aforesaid, shall, within one month thereafter, solicit of the Supreme government, a *carta de seguridad* (card of safety), to remain in, and pass through the same for the period of one year; in order to obtain which, a certificate will be required from the officially accredited agent of the applicant, stating that he is a subject or citizen of the nation he represents, as also his occupation or profession.

Every foreigner, whatever his passport may be, must present himself to the civil authority of the place where he may have resided more than eight days; and, also, whenever he may change his place of residence; non-compliance with that provision subjects the party to a fine of twenty dollars.

Foreigners introduced and established agreeably to the regulations herein prescribed, shall be under the protection of the laws, and enjoy the same civil rights that are conceded by said laws to Mexican citizens, with the exception of acquiring real estates, which can only be held by citizens.*

Any foreigner who shall disembark and introduce himself into the territory of the republic contrary to the provisions of this decree, shall be expelled therefrom. As, also, any foreigner who shall be adjudged guilty of having used, for the purpose of his disembarkation, any document belonging to another, or for having suppressed or falsified any of the statements required, or for having counterfeited or altered any passport or *carta de seguridad*.

Every foreigner wishing to leave the republic, must make application for the proper passport, either to the General government or the civil authority of the state in which he may be.

* This exception does not extend to lands belonging to mining establishments in which aliens may hold shares. Aliens may purchase and hold land by permission of the general government for federal territory, or of the state governments for state territory. By the colonization law, aliens may also hold land, but one-fourth part of the colonists must be Mexicans.

CHAPTER XIV.

YUCATAN.

YUCATAN, though noticed under the head of Mexico as one of the states of that republic, may now be considered as entirely separated from those which had joined that, at all times, loosely-bound confederacy.

The state of Yucatan attained independence of Spain at the same time as Mexico. It had previously, under Spain, an administration unconnected either with Mexico or Guatemala. The last account of Yucatan, upon which we can place any reliance, is found in Mr. Stephens's very interesting work; which, however, is chiefly devoted to illustrate the wonderful ruins which he has explored in this Peninsula and in Central America.

His descriptions of the soil and climate are brief, and confined to the localities which he visited. We deduce from the information which he gives, that Yucatan is a country remarkable for bad roads, or rather the general want of roads,—a soil, in which stony and not very fertile districts, prevail; rich vegetation where there is moisture, on those soils of which fertility is the character; a general want of water; few good harbours; a hot climate; occasional forests, with wild beasts and reptiles; pastures, with herds of cattle; ranchos and haciendas; towns and villages with cathedrals and churches; a population ignorant and superstitious, yet towards him kindly disposed; with industry in a very backward state; with little trade, and few, or only rude, manufactures. But that Yucatan, notwithstanding a hot, and in many parts an unhealthy climate, and other disadvantages, is still capable of being important as a productive country, and of maintaining a large population.*

In alluding to the political state of Yucatan, Mr. Stephens says—

“Separated from Spain, Yucatan sent commissioners to Mexico, to deliberate upon forming a government, and on the return of these commissioners, and on their report, she gave up her independent position, and entered into the Mexican confederation as one of the states of that republic. Ever since, she has been suffering from this unhappy connexion, and a short time before our former visit, a revolution broke out all over the country, in the successful progress of which, during that visit, the last Mexican garrison was driven out of Yucatan. The state assumed the right of sovereignty, asserting its independent powers, at the same time not disconnecting itself entirely from Mexico, but declaring itself still a component part of that republic, upon certain conditions.”

The government of Yucatan has, since the deposition of Santa Anna, acted independently of Mexico. A separate customs' tariff has been published and acted upon, and whatever may hereafter be the destiny of this state, which, with an area of about 50,000 square miles, and a population variously estimated at from 450,000 to nearly 600,000 inhabitants, we need scarcely expect, nor can we desire, its re-annexation to the government of Mexico, which has hitherto exhibited so remarkable an incapacity for wise, or for efficient, administration. Since the commencement of the present war, between the United States of North America and Mexico, Yucatan has proclaimed its neutrality and independence.

* This corresponds nearly with the sketch of Yucatan which we have taken from Alcedo.

TABLE of Statistics of Yucatan, obtained by Mr. Stephens.

DISTRICTS.	PRINCIPAL PLACES.	Parishes.	Villages annexed.	Distance from the Capital.	Population.	PRODUCTIONS.
		No. 4	No. 5	leag. ..	No.	
Capital.....	Merida.....	4	5	..	37,801	Horned cattle, horses, mules, tallow, jerked beef, leather, salt, gypsum, hemp (raw and manufactured), straw hats, guitars, cigars, and extract of logwood.
Campeachy.....	City of Campeachy.....	2	0	36	19,600	Salt, logwood, rice, sugar, and marble of good quality.
Lerma.....	Village of Lerma.....	3	8	37	10,507	Logwood, timber, rice, and fish oil.
Valladolid.....	City of Valladolid.....	11	17	36	63,164	Cotton, sugar, starob, gum-copal, tobacco, cochineal, saffron, vanilla, cotton-fabrics, yams, &c., wax, honey, castor-oil, horned cattle, hogs, and skins.
Coast.....	City of Isamal.....	16	27	15	78,846	Horned cattle, horses, mules, tallow, jerked beef, castor-oil, hides, wax, honey, timber, indigo, hemp (raw and manufactured), straw-cigars, barilla, and salt.
The Upper Highlands...	City of Tekax.....	9	7	25	60,776	Horned cattle, horses, mules, hogs, sheep, skins, sugar, molasses, timber, rice, tobacco (in the leaf and manufactured), spirits, arrow-root, straw-hats, cotton-lace, ochre, flints, and grind-stones.
The Lower Highlands...	Village of Teabo.....	8	5	17	42,188	Horned cattle, horses, mules, hogs, sheep, skins, tallow, dried beef, hemp (raw and manufactured), and cotton-lace.
The Upper Royal Road.	Town of Jeguelchakan..	6	11	20	54,447	Cattle, horses, mules, skins, tallow, dried beef, logwood, tobacco, sugar, and rum.
The Lower Royal Road.	Village of Maxcanu.....	5	7	14	41,726	Horned cattle, horses, mules, oil of palma Cristi, tobacco, hemp, and fine straw-hats.
The Upper "Beneficio"	Village of Ichmul.....	7	15	30	66,680	Sugar, molasses, rum, tobacco of good quality, rice, laces, pepper, gum copal, sarsaparilla, hats, hammocks, ebony, barilla, gypsum, and skins.
The Lower "Beneficio"	Village of Sotuta.....	6	16	22	49,443	Horned cattle, horses, mules, hogs, skins, tallow, and dried beef.
Tiximin.....	Village of Tiximin.....	7	18	41	37,168	Tortoise-shell, skins, timber, logwood, India-rubber, incense, tobacco, achioté (a substitute for saffron, and a very rich dye), starch from the <i>yuca</i> , cotton, wax, honey, molasses, sugar, rum, castor-oil, salt, amber, vanilla, hogs, and cochineal.
Island of Carmen.....	Town of Carmen.....	2	1	80	4,364	Logwood.
Seiba-Plaza.....	Village of Seiba-Plaza..	3	6	42	8,183	Timber, rice, logwood, and salt.
Bacalar.....	Town of Bacalar.....	2	0	88	3,986	Logwood, valuable timber, sugar of inferior quality, tobacco of the best description, rum, a fine species of hemp (known under the name of <i>pita</i> , resin, India-rubber, gum copal, pimento, sarsaparilla, vanilla, and gypsum.
Total.....	15	91	143	..	678,939	

NUMBER of Inhabitants; taken from the Census of the 8th of April, 1841.*

DEPARTMENTS.	Men.	Women.	GRAND TOTAL.
	number.	number.	number.
Merida.....	48,606	58,603	107,209
Isamal.....	32,915	37,933	70,848
Tekax.....	58,127	64,657	122,784
Valladolid.....	45,353	46,926	92,279
Campeachy.....	39,017	40,689	79,706
Total.....	224,018	248,808	472,826

TARIFF OF YUCATAN.

This state having declared its independence the following tariff regulations were adopted by the late Congress.

The ports open to foreign commerce, are Campeachy and Sisal. For exportation only the ports of Laguna and Bacalar are designated.

* This census is not considered to include the whole of the population, which is estimated to exceed half a million of souls.

The tonnage duty on foreign vessels, from foreign ports, is fixed at one dollar fifty cents per ton, according to her register. Vessels arriving in distress to be subject to charge, except that of their anchorage duty.

The officers, crew, and passengers of all vessels arriving in the port of Yucatan, are forbidden to land without a permit from the visiting health officer, under a penalty of 200 dollars.

The duties on importations, which shall not exceed 200 dollars, to be paid in cash; if exceeding that sum, to be paid by three instalments in the course of ninety days. The duties on exported articles to be paid on the clearance of the vessel.

Prohibited Articles.—The importation of the following articles is prohibited, under the penalty of confiscation, viz.: cotton, indigo, rice, sugar, trunks, hogs, chocolate, cover-lids, sacks, obscene pictures, beans, copper pans, grain, meal, yarn, soap (except scented), lard, molasses and honey, combs, skins (except morocco leather, clothing), salt, tallow, and candles, saddles, straw hats, tobacco, beef, shoes.

Articles Duty Free.—Live animals for improving breeds, newly-invented carriages, wooden houses; instruments of agriculture, of science, or of the arts; types for printing; books in sheets or bound; hops, sugar machinery; specie; iron and steel, for machinery; maps, exotic plants, leeches, seeds, turning machinery.

Export Duty.—All articles are free of duty for exportation, except the following:—Gold, in bars, or coin, one per cent; silver, two per cent; logwood, eight per cent. Every captain and supercargo is permitted to export 100 dollars worth of articles, free of duty, on account of the expenses of the vessel.

General Import Duty.—Flour, forty per cent ad valorem; olive, linseed, and whale oil, twenty; steel, twenty-nine; brandy, forty; codfish, twenty; empty bottles, twenty; cotton goods, fifteen; iron chains, fifteen; beef and pork in barrels, twenty; Cashmere goods, twenty; wax, forty; beer and porter in bottles, fifty; nails, fifteen; sheet copper, fifty; glassware, twenty; knives and forks, twenty; linen goods, fifteen; drugs, forty; brandy fruits, twenty; sewing thread, twenty; hams, twenty; liquors, forty; listadees, twenty; apples, twenty; mustard, twenty; muslins, twenty; paper, twenty; perfumery, forty; cheese, twenty; cutlery, twenty; watches, six; clocks, twenty; vinegar, forty; wines, forty.

CHAPTER XV.

AGRICULTURE, TRADE, AND MANUFACTURES OF YUCATAN.

MAIZE, or Indian corn, beans, pumpkins, squashes and camotes, a kind of potato, are the chief productions raised by the Maya or Indian population. Sugar-cane and hemp is cultivated on the haciendas. Horses, mules, cattle, hogs, and poultry, are reared; the two latter chiefly by the Indians. Generally the state of agriculture and the implements are rude. Wax and honey is one of the rarest products, and on the road from Sisal to Merida, he met large carts drawn by mules, five abreast, with high wheels ten or twelve feet apart, and loaded with hemp, bagging, wax, honey, and ox and deer-skins.

The *débris* of the ruined cities are found to fertilise the soil and the ground around. Uxmal is consequently considered excellent for *milpas*, or maize-fields.

Legally there is no slavery in Yucatan. No man can either buy or sell another man; but the poor thriftless Indians are generally compelled to attach themselves for necessities to some hacienda, and for the mere privilege of using the water. Mr. Stephens informs us that—

“They come under certain obligations of service to the master, which place him in a lordly position, and this state of things growing out of the natural condition of the country, exists, I believe, nowhere in Spanish America except in Yucatan. Each hacienda has its major-domo, who attends to all the details of the management of the estate, and, in

the absence of the master, is his viceroy, and has the same powers over the tenants. At this hacienda the major-domo was a young Mestizo, and had fallen into his place in an easy and natural way by marrying his predecessor's daughter, who had just enough white blood to elevate the dulness of the Indian face into one of softness and sweetness; and yet it struck me that he thought quite as much of the place he got with her as of herself.

The attachment of the Indians to their home is said to be very great; circumstances and habit bind the Indian and his wife together. He is seldom harsh to her,—if she is guilty of any great offence he brings her to the *alcalde*, who orders her to be whipped. He then goes quietly home with her. They share their labours and pleasures together, and with all their children attend village feasts.

THE MANUFACTURES OF YUCATAN are so very unimportant, that we can give no account of them further than that a few rude articles are made in the towns and haciendas; that some coarse cutlery, and some coarse earthenware, and articles of leather and wood are made in the country. At the hacienda of Tankaché, amidst a logwood country, the proprietor has erected machinery for extracting the dye.

TRADE.—Of the trade we can say little, there being no accounts that we can discover kept of it. The logwood-trade and the turtle-fishery, and a few other articles, form the exports, and the imports of manufactured goods are subjected to the new tariff, which we have translated and introduced in the preceding pages. Smuggling, chiefly by vessels from the United States, and from the British West Indies, is extensively carried on.

TURTLE FISHING.—There are three kinds of turtle which inhabit these seas; the *cahuamo*, the eggs of which serve for food, and which is useful besides only for its oil; the *tortuga*, of which the meat as well as the eggs is eaten, also produces oil, and the shell is worth two reals the pound; and the *karé*, of which the shell is worth ten dollars a pound.

Mr. Stephens observes,—

"The fishermen say that the turtle which forms the delight of the *gourmand* is of the commonest kind, not worth killing for the sake of the shell, and therefore sent away alive. The *karé* he has never tasted. It is killed for the sake of the shell, and eaten by the luxurious fishermen on the spot. I immediately negotiated with the patron for the purchase of the shell. The outer scales of the back, eight in number, are all that is valuable. Their weight is estimated at four pounds, and the price in Campeachy, he said, was ten dollars a pound.

"The arbor in which we lived was no protection, and we were obliged to go inside the hut, which was snug and comfortable, the oil-jars being arranged under the eaves, with turtle-shells tied up carefully in bundles, and on the rafters hung strings of eggs; while nets, old sails, blocks, and other characteristic furniture of a fisherman's hut, filled up the corners. It was no hardship to be obliged to pass the afternoon among these fishermen, for their hardy, independent occupation gave manliness to their character and freedom to their speech and manners."

THE TOWN OF LAGUNA stands on the island of Carmen, which is about twenty miles long, and which, with another island about twelve miles in length, separates the Lake of Terminos from the Gulf of Mexico. This port is the depôt of the great logwood country in the interior, and ten to twelve vessels are usually there loading cargoes for Europe and the United States. The town is well built, and said to be thriving; but its commerce has been greatly restricted by the oppressive regulations of the central government of Mexico; but having made a *pronunciamiento*, and disarmed and driven out the Mexican garrison, it is now considered independent, subject only to the state government of Yucatan.

SISAL.—This place has a roadstead which forms the port of Merida. Silan, Campeachy, and a few other places are frequented by the traders.

YUCATAN appears to be, in many respects, less improved than Mexico, and

far less romantic in its scenery than Central America. The inhabitants are described by Mr. Stephens as kindly disposed.

He observes that no map of Yucatan, to be depended on, has ever been constructed.

CHAPTER XVI.

BRITISH HONDURAS, OR BELIZE.

THE British district of Belize extends along the eastern coast of Yucatan, between 15 deg. 54 min. and 18 deg. 30 min. north latitude, and 88 deg. and 90 deg. west longitude. It is separated from Yucatan by the Rio Hondo, and its southern boundary is formed by the river Sarstoon, which falls into the Gulf of Honduras, not more than twenty miles west of the mouth of the Rio Dulce. Belize is in length about 175 miles from north to south, and 110 miles from east to west, and occupies an area of about 16,400 square miles.

It is termed British Honduras, but it is geographically a part of the Peninsula of Yucatan. About three years after the conquest of Jamaica in 1656, the English frequented Yucatan to cut and carry away logwood; and the British settlements in that country were originally settled with the free consent of the aboriginal and independent possessors of the country. The English maintained their settlements as regular occupants, under the government of Jamaica, in the year 1669. The English first visited, to cut logwood, the uninhabited coasts of Yucatan about 1662, and the privileges of cutting logwood were stipulated for with Spain in the treaty of 1670, usually called the American treaty. Two years afterwards these stipulations were violated. The first settlements were made near Cape Catoche, then at the Laguna de Terminos in Campeachy. The Spaniards in 1672, captured all English vessels which they found carrying logwood. In 1680, the English were expelled by a Spanish force from the Laguna de Terminos.

The shores of British Honduras are lined with numerous islands, or coral keys. They are covered with cocoa-nut trees and bushes, and resorted to by the fishermen to take turtle. The largest are Ambergrease Key, towards the north, and Turneff, opposite the town of Belize. These two keys consist of clusters of several small islands divided by narrow creeks and lagoons. A smaller key, called St. George's, is resorted to by the merchants of Belize, who have dwelling-houses on it. The shores of the continent are rocky, but low, except towards the south, where they are rather high and intersected by deep ravines. The river Belize flows down from an unexplored region. The low country near the sea is, in many parts, swampy, and partially covered with stagnant waters, nearly the whole year round—and during the rains it is completely covered. The higher grounds further inland have a sandy soil, and are chiefly overgrown with different kinds of pine, which supplies excellent timber. The valleys, which intersect the high lands, have a very fertile soil, and are covered with various species of tropical trees. South of the river Belize, the low country is thickly wooded, but it does not extend more than from three to six miles inland, behind which mountains arise. The country, comprising the mountain slopes and valleys, and the interior country, is covered with forests, and the soil is said to be very fertile.

The rivers are navigable from twenty to thirty miles from their mouths, but higher up they are interrupted by rapids and falls. Mahogany, dye-wood, and timber are floated down by these rivers. The most remarkable of which are, the Rio Hondo, the New River, the Belize, and the Siboon. On the banks of the latter there are extensive forests of mahogany. The Belize probably winds for more than 150 miles in its length. The Hondo is the most navigable river.

The climate is a compound of heat and moisture, yet Belize is considered more healthy than most of the West India islands. The mean annual temperature is 80 deg., but it is seldom oppressive, as from the beginning of July to the beginning of April, the air is refreshed by sea-breezes. From April to July is the dry season, during which the heat is excessive, but it is from time to time tempered by thunder-storms. During the remainder of the year rains are frequent, especially in July, August, and September. In the beginning of October the north winds commence, and generally continue with little variation to February or March, when the weather becomes extremely variable.

The soil is remarkably fertile. Sugar, coffee, cotton, and indigo might all be extensively raised, but their culture has been nearly altogether neglected. Arrow-root and rice are grown to a small extent. Cochineal is brought in and exported. Plantains, yams, mandioca, and maize, are grown for food. The most common fruits are oranges, lemons, limes, shaddocks, mangoes, guavas, cashew-nuts, tamarinds, avocado-pears, pomegranates, wild plums, and grapes. A few garden vegetables are cultivated. In the forests many varieties of trees abound, as cabbage-trees, cedars, pines, iron-wood, silk-cotton trees, log-wood, fustic, and brasiletto; and the most important of all, the mahogany tree. Sarsaparilla is collected in the southern districts. The wild animals are ounces, panthers, tapirs, deer, antelopes, peccaries and warrees (animals of the hog kind), cavies, agoutis, armadilloes, opossums and racoons; monkeys are numerous, and some of them are eaten. Mapatis and alligators are met with in the lagoons along the coast. Among the numerous birds are turkeys, spoon-birds, toucans, Muscovy ducks, two species of macaws, and many kinds of parrots, pelicans, and humming-birds. Fish are plentiful and of various kinds; some are very large. Fish and turtle are used as substitutes for meat. Lobsters and shell-fish are abundant and excellent. Cattle, sheep, and goats are kept, but not sufficient for the consumption. Cattle are imported from Truxillo and Omoa. Gold has been found in one of the streams of the Belize.

POPULATION.—The number of the inhabitants is stated in the superintendent's returns for 1845, at 240 white males, 159 white females—total whites, 399; coloured males 6755, coloured females 2655—total coloured, 10,410. Total population, 10,709. This population is chiefly composed of negroes, who were first brought to the country as slaves, but many of them obtained their liberty long ago, and worked at daily wages. There seem to be no aboriginal tribes within the territories of Belize, except some Caribes, who have fled into it as a place of refuge. The white inhabitants are exclusively occupied in commerce, and the negroes in cutting mahogany and dyewoods, and in fishing. A few of them cultivate small patches of ground.

BELIZE, the only town, is built on both sides of the mouth of the river of the same name, and the stream is crossed by a wooden bridge. It consists of a long street running along the sea-shore, from which three or four smaller streets branch off. The houses are constructed of wood, and are raised eight or ten feet from the ground on pillars of mahogany; they are well built, spacious and convenient. In front of the town there is excellent anchorage for vessels of moderate size, and the surface of the sea is rarely agitated by winds, as it is protected by the numerous keys from the heavy swells of the open sea.

PUNTA GORDA.—They entered Punta Gorda, a settlement of Caribs, about 150 miles south of Belize. Cotton, rice, the cohoon, banana, cocoa-nut, pineapple, orange, lemon, plantain, and other fruits, were growing in luxuriance. There were in the settlement about 500 inhabitants—formerly natives of the sea-coast below Truxillo, but having taken part against Morazan, they fled to this place.

During the year 1845, in consequence of the duty on mahogany in England being reduced to a nominal amount, the trade was greatly increased.

The government is administered by a superintendent, an executive council assembly and an assembly, called a public meeting. There is a chief justice, colonial secretary, provost marshal, and other officers.—(For the statistics of the colony, see *British Possessions in America*.)

CHAPTER XVII.

THE MAHOGANY TREE OF HONDURAS.

MAHOGANY-TREE (*Sivietinia Mahogani*). There are rather more different qualities, than varieties, of this beautiful tree in America and the West Indies. That of Cuba and Hayti, usually called Spanish mahogany, and that of the same kind, now scarce, which grows in Jamaica, is the most beautiful in its shades, colours and variegations. Honduras and Yucatan now supply the larger quantities; and although not so close grained and beautiful as the former, yet furnishes a most useful wood, and it has lately been extensively used for ship-building. It is superior, also, to the other for the tenacity with which glue binds it to other woods, and even to veneers of Cuba or Hayti mahogany,—worms do not destroy it in the water.

We find generally in many accounts written of the operations of bringing mahogany to market the most inaccurate descriptions. The following account condensed from an article written at Belize and published in the Honduras Almanac, has been examined by a gentleman who was a resident, and connected with the business. We, therefore, may consider it accurate.

The mahogany-tree of Honduras is probably the most magnificent and splendid of all trees; the largest oak, usually called the King of the Forest, would dwindle to insignificance in the comparison. The enormous size and height of the trunk; the vast spread of its branches, the space of ground occupied by its roots, are all remarkable.

“It becomes almost impossible to give the more minute circumstances attending the growth of this valuable and much-used tree, as its progress to maturity is scarcely perceptible within the life of man; but as far as our limited observation will allow us to form an opinion, not less than an average period of 200 years can be allowed as the time of its coming to full growth or fit for cutting.

“Various and differing are the conjectures relative to the first use, discovery, and introduction to Britain of this beautiful wood, nor is it within the limits of such a sketch as this to remark upon their accuracy; we therefore reject all accounts that appear speculative, and confine ourselves to such as are authenticated. Its first discovery was, therefore, by the carpenter on board of one of Sir Walter Raleigh’s vessels, when he put into some harbour in the island of Trinidad in the year 1595, who, having occasion to go on shore to cut some pieces of timber, required for work to be done on the ship that he belonged to, brought on board a quantity of this wood, which, on being worked from the

raw state, exhibited, to the astonishment of all who saw it, that beautiful natural variety of appearance which no ingenuity of art can equal.

"The first use to which mahogany was applied in England arose from a circumstance purely accidental, and was appropriated to the making of a box for holding candles. Dr. Gibbons, an eminent physician, in the latter end of the seventeenth or beginning of the eighteenth century, had a brother a West India captain, who brought over some planks of this wood as ballast, but was not aware of its value. As the doctor was then building a house in King-street, Covent-garden, his brother thought they might be of service to him; but the carpenters finding the wood too hard for their tools, they were laid aside as useless. Soon after Mrs. Gibbons wanting a candle-box, the doctor called on his cabinet-maker, to make him one of some wood that lay in his garden. Wallaston, the cabinet-maker, on cutting it up also complained that it was too hard; the doctor said that he must get stronger tools. The candle-box was, however, made, and highly approved of, insomuch that the doctor then insisted on having a bureau made of the same wood, which was accordingly done, when the fine colour, beautiful polish, &c., were so pleasing that it became an object of curiosity, and he invited all his friends to come to see it,—among them was the Duchess of Buckingham. Her grace begged some of the same wood from Dr. Gibbons, and employed Wallaston to make her a bureau also, on which the fame of mahogany became general. Thus, from a circumstance in itself so trivial has emanated a most extensive branch of British commerce; and as the cutting and preparing of the mahogany is a matter which has been hitherto passed unnoticed by all historians, we trust that a brief narrative may be here acceptable to our readers."—*Honduras Almanac*.

The season for cutting the mahogany usually commences about the month of August. The gangs of labourers employed consist of from twenty to fifty each.

"They have a conductor, who is styled the captain. Each gang has also one person belonging to it, termed the huntsman—he is generally selected from the most intelligent of his fellows, and his chief occupation is to search the woods, or, as it is called in this country, the bush, to find labour for the whole. Accordingly, about the beginning of August, the huntsman is despatched on his important mission, and if his owner be employed on his own ground, that is seldom a work of much delay or difficulty. He cuts his way through the thickest of the woods to some elevated situation, and climbs the tallest trees he finds, from which he minutely surveys the surrounding country. At this season the leaves of the mahogany-tree are invariably of a yellow reddish hue, and an eye accustomed to this kind of exercise can, at a great distance discern the places where the wood is most abundant. He now descends, and to such places his steps are directed, and, without compass, or other guide than what observation has imprinted on his recollection, he never fails to reach the exact spot to which he aims. On some occasions no ordinary stratagem is necessary to be resorted to by the huntsman to prevent others from availing themselves of the advantage of his discoveries; for if his steps be traced by those who may be engaged in the same pursuit, which is a very common thing, all his ingenuity must be exerted to beguile them from the true scent. In this, however, he is not always successful, being followed by those who are entirely aware of all the arts he may use, and whose eyes are so quick that the lightest turn of a leaf or the faintest impression of the foot, is unerringly perceived—even the dried leaves which may be strewn upon the ground often help to conduct to the secret spot,—and it consequently happens that persons so engaged must frequently undergo the disappointment of finding an advantage they had promised to themselves seized on by others. The hidden treasure being, however, discovered, the next operation is the felling of a sufficient number of trees to employ the gang during the season. The tree is commonly cut about ten or twelve feet from the ground, a stage being erected for the axe-man employed in levelling it; this, to an observer, would appear a labour of much danger, but an accident rarely happens to the people engaged in it. The trunk of the tree, from the dimensions of the wood it furnishes, is deemed the most valuable; but for purposes of an ornamental kind, the limbs, or branches, are generally preferred, the grain of them being much closer, and the veins more rich and variegated."

A sufficient number of trees being felled to occupy the gang during the season, they commence opening roads to the nearest river, which operation amounts to two-thirds of the labour and expense of bringing the mahogany to a place of shipment. Each mahogany station forms in itself a small village, on the bank of a river,—the choice of situation being always regulated by the proximity of such river to the mahogany intended to be cut.

In the construction and arrangement of the habitations much taste is often displayed, and it is curious to remark the different modes peculiar to the several nations or tribes of Africa, contrasted with the improvement introduced by European experience in the construction of the houses,—among which the proprietor's residence, with storehouses, cattle-sheds, &c., are conspicuous—those of the different labourers are usually of more humble appearance, but all built of the same wood, which the site affords in abundance.

"We have frequently seen houses of the kind completed in a single day, and with no other implement than the axe; consequently every workman is capable of performing the labour required to build his own dwelling. After completing this establishment, a main road is opened from it, in as near a direction as possible to the centre of the body of trees so felled, into which branch or wing roads are afterwards introduced. The ground through which the roads are to run being yet a mass of dense forest, both of high trees and underwood, they commence by clearing away the latter description with cutlasses which, although in appearance a slender instrument, yet from the dexterity with which it is used, answers the purpose admirably. This labour is usually performed by task-work, of 100 yards each man per day, which expert workmen will complete in six hours. The underwood being removed, the larger trees are then cut down by the axe, as even with the ground as possible, the task being also at this work 100 yards per day to each labourer, although this is more difficult and laborious, from the number of hard woods growing here, which, on failure of the axe, are removed by the application of fire. The trunks of these trees, although many of them valuable for different purposes, such as *bullet-tree*, *ironwood*, *redwood*, *sapodilla*, &c., are thrown away as useless, unless they happen to be adjacent to some creek or small river which may intersect the road; in that case they are applied to the constructing of bridges across the same, which are frequently of considerable size, and require great labour to make them of sufficient strength to bear such immense loads as are brought over them."

The distance of road to be cut each season depends on the situation of the mahogany-trees. If they are much dispersed, miles of road, and many bridges, are made to a single tree, that may yield but one log. The roads, cleared of all brushwood, require hoes, pickaxes, and sledge-hammers, to level down the hillocks and break the rocks, and loosen the stumps which would impede the wheeled trucks on which the logs are carried. The roads being formed generally by the month of December; the *cross-cutting*, as it is called, commences; that is dividing crosswise, by means of saws, each tree into logs, according to their length. Some trees are but long enough for one log, others will admit of four or five being cut from the same trunk. The rule for dividing the trees into logs, is to equalise the loads the oxen have to draw. This, however, does not altogether obviate irregularity of weight, and extra oxen are kept in readiness to add to the usual number, according to the weight of the log. Owing to the very great difference of diameter and length of the mahogany-trees, the logs taken from one tree may not measure more than 300 cubic feet, while those from the next may be as many thousands; the largest log ever cut in Honduras was in length seventeen feet; breadth, fifty-seven inches; depth, sixty-four inches; measuring 428 cubic feet, or 10.28th tons, of forty cubic feet, and 5168 superficial feet, of one inch thick; weighing about fifteen tons.

"The sawing being completed, the logs are separated one from the other, and placed in whatever position will admit of the largest square being formed, according to

the shape which the end of each log presents, and is then reduced, by means of the axe, from the round or natural form, into the square; although some of the smaller logs are brought out in the round, yet, with the larger description, the making them square is essential, not only to lessen their weight, but also to prevent their rolling on the truck or carriage."

In the month of March, all the preparation before described is, or ought to be, completed—this is the dry season, or time for drawing the logs from the place of their growth to the river. This can only be carried on in the months of April and May, the ground for all the rest of the year being too soft for heavily-laden trucks to pass over it without sinking. The rains usually terminate in February, but the ground is so saturated with water that the roads are seldom fit for use till the 1st of April.

"The mahogany cutter's harvest may be at this time said to commence, as the result of his season's work depends upon a continuance of the dry weather, for a single shower of rain would materially injure his roads. The number of trucks worked is proportioned to the strength of the gang, and the distance generally from six to ten miles. We will, for example, take a gang of forty men, capable of working six trucks, each of which requires seven pair of oxen and two drivers, sixteen to cut food for the cattle, and twelve to load or put the logs on the carriages; which latter usually take up a temporary residence somewhere near the main body of the wood, it being too far to go and return each day to the river-side, or chief establishment. From the intense heat of the sun, the cattle would be unable to work during its influence; consequently, they are obliged to use the night-time in lieu of the day, the sultry effects of which it becomes requisite to avoid. The loaders, as before mentioned, being now at their station in the forest, the trucks set off from the barquadier about six o'clock in the evening, and arrive at their different places of loading about eleven or twelve o'clock at night. The loaders, being at this time asleep, are warned of the approach of the trucks by the cracking of the whips carried by the cattle-drivers, which are heard at a considerable distance; they arise and commence placing the logs upon the trucks, which is done by means of a temporary platform laid from the edge of the truck to a sufficient distance upon the ground, so as to make an inclined plane, upon which the log is gradually pushed up from each end alternately. Having completed their work of loading all the trucks, which may be done in three hours, they again retire to rest till about nine o'clock next morning. The drivers now set out on their return, but their progress is considerably retarded by the lading; and although well provided with torchlight, they are frequently impeded by small stumps that remain in the road, and which would be easily avoided in daylight; they, however, are in general all out at the river side by eleven o'clock next morning, when, after throwing the logs into the river—having previously marked them on each end with the owner's initials—the cattle are fed,—the drivers breakfast and retire to rest until about sunset, when they feed the cattle a second time, and yoke in again.

"Nothing can present a more extraordinary appearance than this process of trucking, or drawing down the mahogany to the river. The six trucks will occupy an extent of road of a quarter of a mile; the great number of oxen—the drivers half-naked (clothes being inconvenient from the heat of the weather and clouds of dust) and each bearing a torchlight—the wildness of the forest scenery—the rattling of chains—the sound of the whip echoing through the woods—then all this activity and exertion so ill corresponding with the silent hour of midnight makes it wear more the appearance of some theatrical exhibition than what it really is, the pursuit of industry which has fallen to the lot of the Honduras woodcutter.

"About the end of May the periodical rains again commence. The torrents of water discharged from the clouds are so great as to render the roads impassable in the course of a few hours, when all trucking ceases—the cattle are turned into the pasture—and the trucks, gear, and tools, &c., are housed.

"The rain now pours down incessantly till about the middle of June, when the rivers swell to an immense height; the logs then float down a distance of 200 miles, being followed by the gang in pitpans (a kind of flat-bottomed canoe) to disengage them from the

branches of the overhanging trees, until they are stopped by a boom placed in some situation convenient to the mouth of the river. Each gang then separates its own cutting, by the marks on the ends of the logs, and forms them into large rafts, in which state they are brought down to the wharfs of the proprietors, where they are taken out of the water and undergo a second process of the axe to make the surface smooth; the ends, which frequently get split and rent, by being dashed against rocks in the river by the force of the current are also sawed off, when they are ready for shipping.

"The average expense of mahogany cutting is usually estimated at 100*l.* Honduras currency, or about 70*l.* sterling, each labourer per annum, independent of the capital sunk in the purchase of the works, cattle, trucks, gear, craft, tools, &c." (*See account of the mahogany and Honduras trade, under the head of British Possessions in America.*)

The LOGWOOD-TREE (*Haemaloxylon Campechianum*, Lin.)—This is also a magnificent tree, but far inferior to the mahogany-tree; yet it is a valuable tree in commerce, and the early history of resorting to Campeachy and Honduras to cut it, by adventurers from Jamaica, and by others who were little superior to pirates, is remarkable for daring intrepidity. It is said to thrive best in a wet clayey soil. The wood is so heavy as to sink in water. It is hard, very compact, and, although it takes a fine polish, is chiefly valuable on account of its colouring matter. In his work on Permanent Colours, Bancroft remarks:

"Logwood seems to have been first brought to England soon after the accession of Queen Elizabeth; but the various and beautiful colours dyed from it proved so fugacious, that a general outcry against its use was soon raised; and an act of parliament was passed in the twenty-third year of her reign, which prohibited its use as a dye under severe penalties, and not only authorised but directed the burning of it, in whatever hands it might be found within the realm; and though this wood was afterwards sometimes clandestinely used (under the feigned name of blackwood), it continued subject to this prohibition for nearly 100 years, or until the passing of the act 13 and 14 Charles II.; the preamble of which declares, that the ingenious industry of modern times hath taught the dyers of England the art of fixing colours made of logwood, *alias* blackwood, so as that, by experience, they are found as lasting as the colours made with *any other sort of dyeing wood whatever*; and on this ground it repeals so much of the statute of Elizabeth as related to logwood, and gives permission to import and use it for dyeing. Probably the solicitude of the dyers to obtain this permission, induced them to pretend that their industry had done much more than it really had, in fixing the colours of logwood; most of which, even at this time, are notoriously deficient in regard to their durability."—(*See Trade of Honduras, under the head of British Possessions.*)

CHAPTER XVIII.

THE MOSQUITO TERRITORY.

HONDURAS, with the exception of British Honduras, is situated to the south of the Gulf of Dolce and of the Bay of Honduras. The Mosquito Territory extending along from its eastern boundary to the sea. Although part of Spanish Honduras has been long resorted to by the English, we really know little of this country at the present time.

According to Juarras, Honduras and the Mosquito territories together, are 399 miles long, and about 150 wide, area 48,500 square miles. He says,

"The climate of this country is good. The air, excepting on the eastern shore and near the morasses, being pure and wholesome. The soil in most parts is exceeding fertile, abundantly producing corn, vegetables, and fruits. They have a threefold crop of maize in the year, and the vines produce grapes twice in the same period. The pastures

are excellent, and the country furnishes all kinds of provisions: but for want of cultivation and settlements, the greater part of it is in a state of nature. It has many good and serviceable small rivers, and is well watered. It has several mountains in its extent, in which are gold and silver mines, and the face of the country is agreeably diversified into valleys, plains, and eminences, overspread in most parts with thick forests. Honey, wool, cotton, wax, mahogany, and logwood, with other dyeing drugs, are its chief products; the latter forming an immense part of its exports, and from which its chief importance is derived."

Spanish Honduras has detached itself from the other republics of Central America, and hostilities have been maintained almost without interruption between this wild country and the state of Guatemala—the latter being under the sway of a young uneducated Indian of the name of Carreræ.

The MOSQUITO TERRITORY has never been subjugated, nor occupied by Spain.

According to the boundaries laid down in 1777

"The Mosquito Shore, in America, extends from the northern branch of the Desaguadero (evidently the San Juan), in 10 deg. 21 min. to Cape Gracias a Dios, in 15 deg. north latitude, and from Cape Gracias a Dios, in 82 deg. 40 min. to Cape Castile, or Cape Honduras, in 86 deg. west longitude from Greenwich."

After the English were compelled to leave this territory in 1787, in consequence of the articles quoted from the treaty of 1783. We find the following remarks among the representations made to the government on the case of those settlers.

Spain has certainly never conquered the aboriginal occupiers of this country, and the inhabitants of this coast are, at this day, perfectly independent. The following sketches upon the authority of the records of the Board of Trade and Plantations, will illustrate the British connexion with a territory, whose prince and people continue to look up to England for protection.

Some time after the conquest of Jamaica by the expedition sent forth by Oliver Cromwell, in 1656, the Mosquito king, with the concurrence of his chiefs and people, placed themselves under the protection of Charles the Second; and the governor of Jamaica, in the name of his sovereign, accepted this union, and promised them the royal protection. They continued faithful to the *pact*, and whenever the British crown declared war against Spain, they readily acted as allies, with both vigour and success against the common enemy. A long time, however, had elapsed before any regular British settlement was established on the Mosquito Shore; but many individual adventurers passed, from time to time, from Jamaica to that coast, and traded with the natives for tortoise-shell, sarsaparilla, and deer-skins; and, *under their protection, bartered British commodities for Spanish gold.* This transient commerce on the Mosquito coast, and the logwood-trade carried on by the British settlement in the province of Yucatan, on the western parts of the Bay of Honduras, Spain thought proper so unjustly to interrupt, by capturing the ships of British subjects in that part of the world, as to cause the war of 1739, which continued to the peace of 1748. Prior to this period, the governor of Jamaica had appointed justices of peace on the Mosquito Shore, with authority (besides the discharge of the ordinary duties belonging to their functions as justices), to decide commercial questions of contracts and of debts. During the war, the importance of that country was so fully understood, that the British government determined to hold it under the immediate sovereignty of Great Britain. The king appointed a superintendent to preside over the settlements on the Mosquito coast, and to cultivate and preserve the friendship of the aboriginal inhabitants; and also to promote the interests and extend the commerce of his majesty's subjects residing there. Captain Robert

Hodgson, the first superintendent, proceeded, in 1749, with the command of one hundred men, drafted from the troops at Jamaica, and took possession of the principal station at Black River, on the Mosquito coast, where he erected a fort, mounted it with cannon, hoisted the royal flag, and kept up a garrison; thus making a formal publication to all the world, and to the crown of Spain, that the independent country of the Mosquito coast was under the direct sovereignty and protection of Great Britain.

From this time, during the peace, and until the conclusion of the war of 1756, the Mosquito Shore continued to be a military, federal, protected province of Great Britain. In the treaty of peace concluded in 1763, the 17th Article had no connexion whatever with the Mosquito Shore; but the ministers of the day seem to have but little understood the history and importance of that country. In the negotiation they were imposed upon by the court of Spain, and gave orders, in 1764, for demolishing the fort at Black River, and withdrawing the garrison to Jamaica. They were soon afterwards convinced of the impolicy of this decision, and approved of the conduct of Superintendent Otway, in refusing the Spaniards admission into the country. Future administrations continued to support the settlements, and to maintain the sovereignty of the crown over the Mosquito Territory in such a manner as to silence the pretensions of Spain to any dominion over it.

From the first establishment of a superintendent on the coast, and of a garrison at Black River, the colony increased in population and prosperity, notwithstanding the various secret attempts of the Spaniards to oppress the Indians and the settlements during his administration.

A new system of administration was formed by Lord Dartmouth, in August, which Governor Sir Basil Keith put in execution in December, 1775. This system consisted of a Council of Government, of which the superintendent was president; of a Court of Common Pleas; and of a Bench of Justices of Peace. Appeals were to lay from the Justices of Peace to the Court of Common Pleas; from the Court of Common Pleas to the Council of Government; and from the Council of Government to the Governor and Council of Jamaica. Superintendent Hodgson was ordered home to London, and Sir Basil Keith appointed John Ferguson, Esq. to act as superintendent, *pro tempore*.

In 1777, some of the principal settlers sent to England an assortment of sugars, rum, indigo, bark, sarsaparilla, tortoise-shell, &c., in two vessels, the *Neptune* and the *Hope*; the first in October, 1777, the other about January, 1778. The *sugars in both*, and the *sugars only*, were refused admission at the custom house; which obliged them to go to a foreign market. The objection to admitting the sugars, was a clause in the 6th of George III., c. 52, which declares "*that sugars imported from British Plantations on the continent of America, shall be deemed French sugars,*" and pay duties accordingly.*

* On the question being referred to the Lords of Trade, they gave a cautious opinion, as follows:—

"Tuesday, April 27th, 1779.

"Agreeable to the resolution of the 20th instant, their lordships having again resumed the consideration of the memorial of the inhabitants of the Mosquito Shore, and having also read and considered a second memorial of the said inhabitants upon the like subject, referred by Sir Grey Cooper, under the direction of the Lords of the Treasury; and likewise a letter from Mr. Jackson, stating his opinion upon the Act mentioned in the said memorials, they were of opinion that, though the Mosquito Shore is indisputably part of the great American continent, it cannot be considered as one, or any part of one of the British Colonies or Plantations thereupon, in the sense or spirit of the Act of the sixth of his present Majesty, but superintended dependently on the Island of Jamaica; and therefore, that the produce of the Shore should not be made subject to the restrictions of the clause in question."

The actual number of persons, exclusive of the aborigines, under the British jurisdiction in the year 1757, according to the account of their superintendent, Colonel Hodgson, was about 1100 souls; and in the year 1770, Mr. Edwards estimated the number at 1400. The greater part of them were settled at Black River, C  pe River, and Brancmans:—the former place, where the British had erected a small fort, was the only one of the deserted settlements which the Spaniards dared even attempt to take into their possession; but they were immediately driven from it by the Indian general, Robinson. The remainder of the British, at Cape Gracios   Dios, Sandy Bay, Pearl Kay Lagoon, the Corn Islands, Bluefields, Punta Gorda, Brewcra Lagoon, Plantain River, Mizitsoe Creek, and other parts of the coast, as far southward as Chiriqui Lagoon, were never molested. They owned twelve merchant vessels, several of them in the European trade, the others constantly trading to Jamaica and the United States; and their exports of mahogany, sarsaparilla, tortoise-shell and mules; together with specie, indigo, cocoa, hides, and tallow got in barter with the Spaniards, were very considerable, and daily increasing.

Of the great national advantages of this country there is now no reason to doubt. There is sufficient proof that several parts of it are decidedly more salubrious than any one of our settlements in the West Indies. It is well known, that if men are located in low marshy ground, in the neighbourhood of stagnant water, the consequences are injurious to them in every country, but more especially in a hot climate:—but in dry situations similar to the Valiente and Bluefields settlements, where the waters quickly run off, Europeans, generally speaking, enjoy an almost uninterrupted state of health, and live to a good old age. In such situations, the general mass of European cultivators could, with safety, perform more than double the work done by the Valientes, or any other tribe of Indians. Many of the dry savannahs, and fine ridges, are equally healthy; but it is in the interior, on the banks of the rivers, that agriculturists should form settlements; and many thousands could find such situations in the hilly country behind the Kharibbee settlements, without putting any of the native residents to inconvenience. According to Mr. Roberts—

“The mosquitoes, sandflies, and other insects; the poisonous reptiles, and wild beasts, of which so much is said in England, are, as regards the situations alluded to, mere bugbears to frighten children; the former are only troublesome on the low sandy beaches and swamps, some settlements being entirely clear of them; and the latter seldom come near the habitations of men, or do any harm. It has been asserted, and I am more inclined to confirm than deny it, that nearly the whole line of coast from Cape Honduras to the River San Juan, is free from those violent hurricanes which sometimes rage with such destructive fury in the West India Islands; and it has also been affirmed, that the same tract of country is not subject to those dreadful earthquakes which have so often shaken, and at one time or other, almost entirely destroyed the Spanish American towns towards the Pacific Ocean; spreading death and dismay amongst the wretched inhabitants.”

The Mosquito country affords almost inexhaustible supplies of cedar, mahogany, santa mar a wood, rosewood, and many other exceedingly valuable timbers may be obtained on the coast, and on the banks of all the rivers in the interior:—dye-woods, gums, drugs, and medicinal plants of various descriptions, are plentifully dispersed all over the country. On the savannahs are reared considerable numbers of cattle; and innumerable herds could be pastured on the plains close to the shore, as well as in the interior. The soil is well adapted to the cultivation of sugar, coffee, cotton, tobacco, indigo, and all the other productions of a tropical climate; rice and Indian corn might be produced, to supply the whole of our

West India possessions.—Such are the resources of a country which has been shamefully neglected though not altogether abandoned by England.

If we examine all the circumstances, bearing upon the claims of right to possession and occupancy; and if we consider that Spain has lost all dominion on the continent of America, we are reasonably led to the conclusion that the Mosquito Territory is still an independent country, and one over which Spain never had the least control or occupation. It is evident that none of the anarchical states of Central America have any right by occupation, or by recognition, to the Mosquito country. If we contend that the country is independent, a question arises as to how far its king or rulers, and more than all its inhabitants, are under the protection or sovereignty of England. The English from Jamaica, and all who speak the English language, who have frequented it since 1787, have found the same favour among the people as formerly; the Spanish races continue to be, as formerly, detested and held as enemies. Mr. Roberts's accounts of the coast, as well as all the more recent information we have received, are perfectly conclusive as to the accuracy of these facts. The misfortune has been that the Mosquito kings themselves, and the Zamboes, the people who possessed most authority, have manifested but little wisdom or justice in the country.

On the 17th of April, 1846, the British sloop of war *Hyacinth* arrived at Bluefields for the purpose of carrying the young king, George Augustus Frederick, to Belize, to be crowned according to ancient usage, which was performed by the commissary of the Bishop of Jamaica on the 7th of May, 1845, in St. John's Church, Belize, in the presence of the superintendent, Colonel Fancourt, Mr. Walker, British agent at Bluefields, and several chiefs. The young king was treated with great attention by Colonel Fancourt. It appears, from the last information which we have obtained, that considerable progress in the way of improvement has been made during the last four years, but we must admit that the manners and customs of the inhabitants still require thorough regeneration. In order to bring forward the productive elements of the country a great addition to the population and capital are necessary. With these elements the Mosquito Territory would become a wealthy and important country.

The British government has appointed the resident agent to reside at Bluefields River. Without directly interfering in the affairs of the government, he offers to king and chiefs counsel and advice, and maintains the alliance and protection of England.

The Governor of Jamaica has always, and up to the present time, been charged with the superintendence of all communications with the Mosquito Shore.

The territory of the Mosquito country, as hitherto claimed by the kings, extends from Cape Honduras south to *King Buppa*, or landing-place, near the Escuda de Veragua, and comprises the sea-coast of the following provinces, viz., PROVINCE OF HONDURAS, including Cape Honduras, Roman River, Black River, Potook River, Cape Gracias à Dios, and Wava River.

PROVINCE OF NICARAGUA, including Bluefields River, San Juan River, and Vankes River.

COSTA RICA, including Salt River, &c.

VERAGUA, including Bocca de Toro, Bocca de Chiriqui, Escuda de Veragua.

The government of Grenada claims the Bocca de Toro, Bocca de Chiriqui, and the Escuda de Veragua. Central America also claims a part, but the Spaniards never appear to have occupied them.

BLUEFIELDS, with its excellent harbour, protected by a rocky, bluff point, capable of being made almost impregnable, is in an excellent situation for opening a communication across the country to the Lakes of Nicaragua, and possesses many other advantages as a maritime and commercial station. It would become,

under a wise government, a place of considerable importance. It is annually frequented by British, United States, and some Columbian trading vessels, bringing variously assorted merchandise in exchange for tortoise-shells, vanilla, sarsaparilla, &c.

The *Great Cape* or *Vaukes*, or *Wauks River*, is said to have its source in the mountainous country, from which, near the Pacific, the Bluefields River originates. The Buccaneers, 158 years ago, in 1688, forced their way from the Gulf of Fonseca, on the Pacific, across the mountains, to the Spanish town of Nueva Segovia, and from thence, after crossing a formidable pass, and defeating the Spaniards, they arrived at the river Vaukes, which they descended on small rafts or *pipirees*, between the shallows and cataracts; and, after crossing which, they made their way down to the Atlantic.

The *Cape River* enters the ocean some distance to the northward of the bay, or harbour, and there is a shallow, canal-like communication, from the uppermost part of the latter, into the river, passable by canoes; and which might easily be enlarged so as to enable small vessels to avoid the dangerous bar of the river on which there is seldom more than four or five feet water. If commercial establishments were formed at the Cape, vessels might lie in safety at the upper end of the harbour all the year round; and if sufficient encouragement were given, the valuable products of the interior would be collected, brought down the river, and, by the communication alluded to, into the bay, and shipped at all seasons of the year.

TRADE AND NAVIGATION.

The trade is chiefly an irregular coasting trade, and an account of it cannot be accurately ascertained.

In 1844, a proclamation was issued by the Mosquito government, in accordance with the approbation of the British agent, by which it is provided,

1. That a tonnage duty of a quarter of a dollar per register ton shall be levied on all decked vessels, Spanish barques, and other large boats carrying merchandise for the purpose of trade on the coasts and in the ports of the Mosquito territory and its islands.

Vessels not breaking bulk and not landing any part of their cargoes, may remain forty-eight hours without payment of such duty.

2. That Bluefields shall be a free warehousing port for goods to be deposited in the general warehouse until reshipped.

3. On payment of said tonnage duty vessels may trade in any Mosquito port for three months.

4. After the 1st of January, 1845, all turtling vessels to have licences, for which sixteen dollars per annum to be charged.

Each turtling vessel without such licence to be fined fifty dollars—and the seizure of the turtle and shell found on board.

5. The destroying of turtle eggs strictly forbidden, under a fine of five dollars for each offence.

6. Licence must be obtained for selling spirits; for each licence ten dollars to be paid.

Penalty, ten dollars, and seizure of liquors.

The charge payable to the crown for cutting mahogany is two dollars each tree.

Poll taxes were previously levied throughout the whole country, abolished in 1844, by proclamation.

An ensign and standard for the Mosquito nation were sent to the country from England.

The return of trade of Bluefields for 1844, included no duties of British entry, while the return for 1845, shows imports to the amount of 2708*l.* sterling, and exports, the produce of the country, to the amount of 750*l.* sterling. Foreign imports also to have increased to 1428*l.* sterling. But these statements embrace only a part of the trade, having little of the import trade.

Gross Return of British and Foreign Trade at the Ports of Bluefields and Corn Island.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes in Pounds' Sterling.	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes in Pounds' Sterling.
	number.	tons.	number.	£	number.	tons.	number.	£
AT BLUEFIELDS.								
British.....	15	206	71	2708	15	206	71	750
Mosquito.....								
American.....	2	173	12	1094	2	173	12	800
Columbian*.....	7	108	32	1460	7	108	32	1260
Total.....	24	487	115	5262	24	487	115	2810
AT CORN ISLAND.								
American.....	2	218	13	1200	2	218	13	1260
Columbian.....	3	140	15	60	3	140	15	130
Total.....	5	364	28	1260	5	364	28	1280
Grand Total.....	29	851	143	6522	29	851	143	4190

* The Columbian vessels entered in this return are owned by Creoles of this kingdom and one American, who use the Columbian flag for trading within the limits of the Republic of New Granada.

CENTRAL AMERICA; OR, GUATEMALA.

CHAPTER I.

GEOGRAPHICAL POSITION—CONFIGURATION—CLIMATE—POPULATION—MINERALS—FORESTS—WILD ANIMALS—LAKES—AND RIVERS.

CENTRAL AMERICA, or Guatemala, extends from about 8 deg. to 18 deg. north latitude, and between Cape Gracios à Dios, on the Caribbean Sea, in 82 deg. 30 min. and Point Cosiguina, on the Pacific Ocean, in 94 deg. west longitude.

The area, estimated by Humboldt was about 125,550 square miles. This calculation was made according to the then existing charts, which were discovered afterwards, by the surveys directed by the British Admiralty, to have laid down the east coast, south of Cape Gracios à Dios more than thirty miles too far east. The area, therefore, may be estimated at about 120,000 square miles: nearly equal to that of the United Kingdom. This area includes the Mosquito Territory.

On the north it is bounded by the States of Mexico on the south-eastern by New Granada, on the east by the Atlantic, and on the west by the Pacific.

This extensive region is remarkably irregular in its configuration. Mountains, elevated plains, ravines, lakes, rivers, bays, harbours, lagoons, forests, and low lands, are its predominating features.

There are numerous fertile valleys, and the plateaux or table-lands, which

are, however, but imperfectly known, are described as generally fertile. The mountain elevations rise from 5000 to 13,000 feet above the sea. Many of them if not the whole, are of volcanic formation. The country has been frequently disturbed by earthquakes.

Its soil, its climate, and its productions, are as varied as its configuration. Its lowlands, both on the Atlantic and Pacific coasts, are considered remarkably unhealthy.

Climate.—The whole of Central America is situated between the tropics; but the temperature and salubrity of its climate are as variable as are the diversities of its abrupt elevations, mountains, plateaux, ravines, sands, low districts, lakes, and forests.

It freezes sometimes during the night on the highest part of the table lands, in November, December, and January. At the city of Guatemala, situated in the mean height of the table land (4961 feet above the sea), the dry season begins towards the close of the month of October, and lasts till the end of May: during which time only a few showers occasionally fall. In the beginning of June thunder storms become frequent, and are followed by heavy rains. From six o'clock in the morning till three or four o'clock in the afternoon, the sky is generally without clouds, and the air clear and refreshing. About the middle of October the north winds blow, and the rains cease. The absence of either the windy or rainy seasons is accompanied by thunder; and, it is said, with slight shocks of earthquake. In March and April the thermometer sometimes rises to 86 deg. It generally ranges between 74 deg. and 82 deg. in the middle of the day. In December and January, when the north winds sometimes blow with great force, the thermometer varies between 68 deg. and 72 deg. During the summer heat it rises at about seven o'clock in the morning to between 60 deg. and 67 deg., and in the evening at the same hour, to 67 deg. and 68 deg.; in winter it falls in the morning to 60 deg. and 58 deg., and sometimes even to 56 deg., but in the evening only to between 60 deg. and 64 deg. Towards the end of the dry season the trees shed their leaves, and in many places vegetation appears suspended. The region in which the capital stands, is considered healthy; *gouttes* are frequent in the high and mountain districts, especially among the mixed races.

On the sea-coast of the Pacific, the seasons correspond with those of the table lands, but the temperature is much hotter. It is said that the Pacific shores are healthy, although they are almost entirely covered with woods. This salubrity is, however, not without exceptional districts.

The climate of the low eastern coasts is remarkably hot, and the seasons irregular. Below the table land it rains for a longer period than on the western shores,—but the rains are not generally heavy. The rains and hot temperature render the climate in many parts unhealthy.

Population.—The inhabitants of Central America comprise three classes—whites, or creoles of Spanish race, mestizos, or the offspring of whites and Indians, and aboriginal natives. There are but few negroes or Zamboes. In the department of Guatemala the Indian inhabitants are said to constitute the great majority of the people; in Costa Rica those of European race predominate; and in the three other departments the mestizos, mixed with a few mulattoes prevail. Haefkens estimates the whole population at one million and a half, which he distributed as follows, viz.:—of European races, 125,000; mixed races, 500,000; Indians 875,000; total 1,500,000. But it is doubtful whether any approximate estimate can be formed. Many parts, as the inland parts of the Mosquito Territory, the region bounding Yucatan, and part of Honduras, are very little known.

The whites have monopolised nearly all the offices and dignities in the state, except under Carera, the present Indian ruler of the province of Guatemala. The handicraftsmen, shopkeepers, and small tradesmen generally, are chiefly of mixed races. The aborigines are the principal inhabitants of the table-lands.

Minerals.—Gold, silver, and iron mines are worked; lead and mercury have been found. The most important gold and silver mines are those of Costa Rica, at Del Aguacate, and in Honduras, in Mount Merendon, between Chiquimula and the northern shores, and at Del Corpus and Tabasco. The iron mines are situated near Santa Anna, in Salvador 75,000 tons were said to have been produced annually; but these mines are nearly altogether, like most branches of industry, now neglected. This has been the natural consequence of the many revolutions and distractions which have disturbed the peace of the country. In Honduras, jasper and marble are worked. Brimstone is collected near the volcano of Quezaltenango. There are many salt springs, and salt is collected on the banks of some lagoons, as well as on the shore of the Pacific, in such quantities so as to constitute an article of commerce.

Forests.—Dense forests of gigantic trees cover a great part of Central America. Among the most valuable products of these forests are mahogany, pimento, sarsaparilla, vanilla, and the black or Peruvian Balsam; the latter, only found in the district of Salvador, besides other drugs and gums; also the Brazil or Nicaragua wood, and many other beautiful and useful woods.

The low country between the Pacific and the table lands and mountains, varies in breadth from thirty to fifty miles. A forest which covers all the plain, is remarkable for magnificent trees; some of them from thirty to thirty-five feet in circumference, and eighty or ninety feet in height: numerous creepers wind round their trunks to the height of forty or fifty feet. These forests consist chiefly of mahogany, cedar, Brazil, guaiacum, Santa Maria, and other useful woods: vanilla, sarsaparilla, and other medicinal plants abound.

Wild Animals.—The wild animals, reptiles, and birds common to tropical South America are found in Central America. Fish abound in the rivers and lakes, and along the shores of the east and west coasts. Alligators are also numerous in the Usumasinta and numerous rivers.

Lakes.—Exclusive of the Great Lake of Nicaragua, there are many others; chiefly near the Pacific, and there are several lagoons, with sheltered entrances on the shores of the Caribbean Sea. Caratasca Lagoon is forty miles long and more than ten broad. These lagoons are all separated from the sea by narrow and sandy ridges.

Rivers.—The rivers of Central America are numerous; but rapid, and of comparatively inferior magnitude. Those flowing into the Pacific have rarely their sources more than sixty miles from the sea. The Lempa rises on the western extremity of the table-land, and flows from west to east, receiving in its course a river from the Lake of Guixa, and a small stream which passes the town of St. Salvador. The Lempa thence flows south, and rapidly to the Pacific. It is said not to be navigable, and has a bar at its mouth. The Rio Choluteca, which falls into the Bay of Conchagua draining a narrow valley, is next in size to the Lempa.

The Patook flows into the Caribbean Sea, and is said to bring down gold with its stream from the hills. There are rapids called *Los Chiflones*, from which to its mouth the river is said to be navigable for large river barges, and still higher for canoes.

The Rio Tinto flows for about 200 miles, and falls into the sea east of Cape Cameron, but its course is little known.

The Rio Wanks, or Rio de Segovia, rises towards the southern extremity of the table-land, and flows into the sea near Cape Gracios à Dios, but the greater part of its course lies in the plain of Mosquitos. Bluefields River appears to rise on the southern extremity of the table-land, and falls into Mosquito Bay near 12 deg. north latitude.—(See account of the Mosquito Shore.)

Along the high coast, between Cape Cameron and the bottom of the Bay of Honduras, there are several smaller rivers: the Rio de Lean, Rio Ullua, and Chama-leon, are navigable to some extent for small river barges or piraguas, and the first and last for small schooners.

The river Michatoyat flows from the Lake of Amatitan, and forms at its mouth the harbour of Istapa or Independencia in the Pacific.

The Motagua, the largest river that falls into the Bay of Honduras, rises at the foot of the western slope of the table-land, about 15 deg. north latitude, and flows east, forming numerous rapids and cataracts, as it descends from the highlands. At Gualan, about 100 miles from its mouth, it becomes navigable for flat river boats.

The USUMASINTA is considered the largest river of Central America. Its principal branch, rises in the table-land, not far from the Motagua. After a course of nearly 100 miles it is joined on the right by the Rio de la Pasion, which rises further east, and about seventy miles from the Gulf of Honduras. From this junction the Usumasinta flows about fifty miles more through the table-land, from which it descends by cataracts.

Below the cataracts it is navigable for boats of considerable burden. It falls under the name of Rio Tabasco, into the Bay of Campeachy, where its principal branch forms the port of Victoria. The bar at its mouth is passed over by vessels which sail up to St. Juan Batista. Another branch falls into the Lago de Terminos.

CHAPTER II.

HARBOURS AND TOWNS OF CENTRAL AMERICA.

THIS region has some excellent deep harbours, and several good ones for small vessels.

The *Gulf of Honduras* is situated between the northern Mosquito Shore and the Peninsula of Yucatan. At the bottom of the Gulf is the Bay of Honduras. Motagua and several lesser rivers flow into this bay, which also contains the ports of Omoa and of Yzabal (the latter within the Golfo Dulce). Within this bay are smaller bays, of which that of San Thomas is spacious and deep. The communication from Yucatan or Belize is long and tedious, as vessels have to beat against the trade wind. To obviate this delay, a steamboat should be established to run from Belize to the different ports of Honduras and the Mosquito Territory.

The *Golfo Dulce*, is a lagoon about thirty miles long. The shores are wooded,

The Rio Dulce, which flows from the lagoon into the Bay of Honduras, is about twenty miles in length, including the smaller lagoon, or Golfetta, which is about ten miles long.

SAN JUAN DEL NORTE, in Nicaragua, 11 deg. N. latitude, and 83 deg. 48 min. W. long., situated on the western mouth of the Rio de San Juan, has a good harbour, very little frequented, and with few inhabitants. Hides and some

Indigo are brought down the River San Juan from the country and towns round the Lake of Nicaragua, of which see account of the Harbour and River San Juan, included in the description hereafter of the isthmus of Nicaragua and of Panama.

OMOA is situated on a small bay, forming a good harbour, by which most of the European goods destined for Guatemala and St. Salvador are imported. It is an unhealthy place, and chiefly inhabited by a few mulattoes.

VALLADOLID DE COMAYAGUA, the capital of the state of Honduras, is situated nearly in its centre, between two rivers, in a fine valley, with about 3000 inhabitants. It has the reputation of being an unhealthy place.

TEGUCIGALPA is situated on the high table-land of Honduras, estimated population 8000 to 10,000 inhabitants. In its neighbourhood are mines of gold, silver, copper, and iron.

The harbour of CONCHAGUA, situated on the gulf of the same name, is a safe port. Between the Gulf of Conchagua and the port of Acapulco there is no good harbour on the coast of the Pacific, and trading vessels are obliged to anchor in open roadsteads. The roadstead of Libertad is the place where goods destined for St. Salvador are unladen,—that of Acajutla is the port of Sonzonate.

ST. SALVADOR, of the Federal District, contains above 16,000 inhabitants. They are said to be industrious, and manufacture iron and cotton. It is situated near a stream, between hills. The Federal District lies around the town in a circle, with a radius of about eleven miles, except towards the Pacific, where it extends to the roadstead of Libertad, about twenty-six miles distant. The volcano of St. Salvador is within the Federal District.

ST. VICENTE contains about 8000 inhabitants. In its neighbourhood are plantations of indigo and tobacco, the latter on the declivity of the volcano of St. Vicente.

ST. MIGUEL, said to have a population of 8000 inhabitants, is noted for its fairs, the most important of which is held in the month of November, after the indigo crop—that article being raised in great quantities in its neighbourhood. The town is considered unhealthy.

SACATECOLUCA is situated in the low country which borders the Pacific, with 8000 inhabitants. A considerable quantity of indigo is raised in the neighbourhood.

SONZONATE, situated on the banks of the Rio Grande, about twelve miles from the roadstead of Acajutla, is estimated as having about 10,000 inhabitants, who make and export fancy shell-work. The surrounding country is one of the richest districts of the state of St. Salvador. From the Plaza the streets cross at right angles. The houses are only one story high, but generally large. The best houses are deserted in consequence of anarchy having driven their owners into exile. For the seven superb churches there was lately but one priest. In its neighbourhood sugar is grown for home consumption, and some is also exported to Peru from Acajutla. The volcano of Izalco is in the neighbourhood.

AGUACHAPA has a population estimated at 8000 inhabitants. Sugar is cultivated near it.

SANTA ANNA, estimated population, 10,000 inhabitants. There are plantations of indigo and sugar-canes in the neighbourhood. The best sugar in the country is made here, and in the adjacent mountains iron-mines are worked.

METAPA, near the Lake of Metapa, estimated population 8000 inhabitants. There are iron-mines in the neighbourhood.

MANAGUA, near Lake Managua, has about 13,000 inhabitants, chiefly whites.

MASAYA, a neatly-built town, near the Lake of Nicaragua, is stated to have a population of about 13,000 inhabitants, chiefly Indians, who trade in the produce of the country and other articles.

GRANADA, with about 14,000 inhabitants, is situated on the borders of the Lake of Nicaragua. It is the principal place from which the produce of the country is sent to the harbour, of San Juan del Norte, by the craft which navigate the lake and river.

NICARAGUA, about three miles from the lake, is said to contain from 10,000 to 12,000 inhabitants, and, with the district of St. George, from 20,000 to 22,000. It is situated in a fertile district, where great quantities of cacao are raised.

On the table-land of Nicaragua, is the little town of New Segovia, in the neighbourhood of which excellent tobacco is grown.

COMITAN, the frontier town of Chiapas, contains a population of about ten thousand. The landed proprietors of the surrounding country, as in other parts of Central America, have houses in this town and visit their haciendas occasionally. Comitán is notorious for its smuggling trade. Most of the European goods used in this part of Central America are smuggled in from Belize and Guatemala.

With regard to the population of any of the towns of Central America we consider the foregoing estimates as exceedingly vague.

Although Central America has been traversed and possessed since the year 1513, that is 333 years, by the Spanish-European race, the route from the eastern to the western coast, may be considered as one disgraceful to the most barbarous of nations.

The route from the Golfo Dulce on the east to the city of Guatemala, near the western shores of America, has been passed over for more than two hundred years, yet no road, properly speaking, has been constructed for carriages; and goods, provisions, and not unfrequently travellers, continue to be carried on men's shoulders, or on the backs of animals.

All descriptions that we have read, or heard, of the interior means of communication agree in denouncing the badness, or rather the absence of roads. The journey of Mr. Stephens from the Golfo Dulce fully confirms these statements. He tells us that:—

"At daylight the muleteers commenced loading for the passage of the 'mountain': at seven o'clock the whole caravan, consisting of nearly one hundred mules and twenty or thirty muleteers, was fairly under way. Our immediate party consisted of five mules—two for Mr. Catherwood and myself, one for Augustin, and two for luggage; besides which we had *four Indian carriers*. A padre was carried on the back of an Indian who was relieved when exhausted by another Indian.

"Passing a few straggling houses, which constituted the suburbs of the town, we entered upon a marshy plain sprinkled with shrubs and small trees, and in a few minutes were in an unbroken forest. At every step the mules sank to their fetlocks in mud, and very soon we came to great puddles and mudholes, which reminded me of the breaking up of winter, and the solitary horsepath in one of our primeval forests at home. As we advanced, the shade of the trees became thicker, the holes larger and deeper, and roots rising two or three feet above the ground crossed the path in every direction. I gave the barometer to the muleteer, and had as much as I could do to keep myself in the saddle. All conversation was at an end, and we kept as close as we could to the track of the muleteer; when he descended into a mudhole and crawled out, the entire legs of the mule were blue with mud; we followed, and came out as blue as he.

"The caravan of mules, which had started before us, was but a short distance ahead, and in a little while we heard ringing through the woods the loud shout of the muleteers and the sharp crack of the whip. We overtook them at the bank of a stream which broke rapidly over a stony bed. The whole caravan was moving up the bed of the stream; the water was darkened by the shade of the overhanging trees; the muleteers without shirts, and with their large trousers rolled up to the thighs and down from the waistband, were scattered among the mules: one was chasing a stray beast; a second

darting at one whose load was slipping off; a third lifting up one that had fallen; another, with his foot braced against a mule's side, straining at the girth; all shouting, cursing, and lashing: the whole a mass of inextricable confusion, and presenting a scene almost terrific.

"The ascent began precipitously, and by an extraordinary passage. It was a narrow gulley, worn by the tracks of mules and the washing of mountain torrents so deep that the sides were higher than our heads, and so narrow that we could barely pass through without touching. Our whole caravan moved singly through these muddy defiles, the muleteers scattered among them and on the bank above, extricating the mules as they stuck fast, raising them as they fell, arranging their cargoes, cursing, shouting, and lashing them on. If one stopped, all behind were blocked up, unable to turn. Any sudden start pressed us against the sides of the gulley, and there was no small danger of getting a leg crushed. Emerging from this defile, we came again among deep mudholes and projecting roots of trees, with the additional difficulty of a steep ascent. The trees, too, were larger, and their roots higher and extending farther; and above all, the nahogany-tree threw out its giant roots, high at the trunk and tapering, not round like the roots of other trees, but straight, with sharp edges, traversing rocks and the roots of other trees.

"For five long hours we were dragged through mudholes, squeezed in gulleys, knocked against trees, and tumbled over roots; every step required care and great physical exertion. We attempted to walk, but the rocks and roots were so slippery, the mudholes so deep, and the ascents and descents so steep, that it was impossible to continue. The mules were only half loaded, and even then several broke down—the last could not move them, and scarcely one passed over without a fall.

"The descent was as bad as the ascent; and instead of stopping to let the mules breathe, as they had done on ascending, the muleteers seemed anxious to determine in how short a time they could tumble them down the mountain.

"In two hours we reached a wild river or mountain torrent, foaming and breaking over its rocky bed, and shaded by large trees. It was called El Arroyo del Muerto, or Stream of the Dead. With ten hours of the hardest riding I ever went through, we had only made twelve miles."

The great plain over which he travelled, as far as Overo, about forty miles, was densely wooded and uncultivated, the soil rich and capable of maintaining, with little labour, thousands of inhabitants. Passing by Overo the country was more open.

IZTAKA—The River Michatoyat, whence the *path* first meets the waters of the Pacific, is the outlet of the Lake of Amatitlan, and is said to be navigable from the Falls of San Pedro Martyr, seventy miles from its mouth; but there were no boats upon it, and its banks are still in a wilderness state.

The port Iztaka at the mouth of this river is an open roadstead, without bay, headland, rock, or reef, or any mark whatever to distinguish it from the adjacent shores. "There is no light at night, and vessels at sea take their bearings from the great volcanoes of the Antigua, more than sixty miles inland. A buoy was anchored outside of the breakers, with a cable attached, and under the sheds were three large launches for embarking and disembarking the cargoes of the few vessels which resort to this place." At the time of Mr. Stephens' visit, a ship from Bordeaux lay off, more than a mile from the shore. Her boat had some time before landed the supercargo and passengers, since which she had had no communication with the land. Behind the sandbar were a few Indian huts and Indians nearly naked. Generally the sea is, as its name imports, pacific, and the waves roll calmly to the shore; but in the smoothest times there is a breaker, and to pass this, as a part of the fixtures of the port, an anchor is dropped outside with a buoy attached, and a long cable passing from the buoy is secured on the shore.

A Mr. Bridges, an Englishman, from one of the West India Islands, who had been resident in Central America many years, was married to a lady of Leon, and, on account of the disordered state of government, lived on his hacienda, the soil of which was fertile. He informed Mr. Stephens, that fifty men on his grounds *could* manufacture sugar cheaper than two hundred in the West India Islands; but that no reliance could be placed upon Indian labour.

Live Stock.—Cattle in immense herds are reared on the pastures. In the plains of Honduras, and on the eastern districts of Nicaragua, there are cattle farms, on which are herds from 10,000 to 40,000 oxen, bulls, and cows. Horses and mules are bred for riding and for burden; but they are never shod, except a few for riding in the city of Guatemala. Sheep are reared on the upper plains, and swine are reared for the flesh.

MANUFACTURES.

MANUFACTURING industry is in the rudest state in Central America. Ordinary articles are made of leather, cotton, wood, and metals. The wretched condition of the country renders every investment of capital insecure, and considering the fertility of the land for producing raw materials for exportation, it would be unwise to attempt manufacturing articles which can be imported from other countries, at half the cost at which they could be produced in any part of Central America.

On the way to Realejo he visited a *maquina*, or cotton-factory, of which he had heard much on the road. It was the only one in the country, and owed its existence to the enterprise of a countryman, having been erected by a Mr. Higgins, who, disappointed in his efforts, and disgusted with the people, sold it to a Don Francisco and a Mr. Foster. Mr. Stephens says,

“They were sanguine in their expectations of profit; for they supposed, that by furnishing a market, the people would be induced to raise cotton enough for exportation to Europe. The resources of this distracted country are incalculable. Peace and industry would open fountains which would overflow with wealth; and I have no doubt the influence of this single factory will be felt in quieting and enriching the whole district within its reach.”

Mr. Stephens has been no prophet in these remarks. If the country were inhabited by people from the United Kingdom, or from Massachusetts, his expectations would have been realised.

TRADE AND NAVIGATION.

OF the trade and navigation of this country, no statistical account can be obtained. Small vessels from the West Indies and the United States, and occasionally from Europe, frequent the coasts, and carry on a trade, chiefly contraband, in consequence of the pernicious system of high duties, which the government of the day, in some mischievous form or other, has attempted to establish. Vessels from the western coasts of America also land various articles. Costa Rica has separated from the other states. Salvador may also be said to act independently. Guatemala is still under the sway of the Indian Carrera. Nicaragua has its separate misrule, and Honduras has published its distinct administration, and customs' laws. The tonnage duties for anchorage are four reals, or about two shillings, per ton for native vessels, and double that amount for foreign vessels. These were the rates established in 1837 for all the other states. Export duties, as well as import, are also attempted to be levied, but at such irregular and changeable rates, that we have not been able to procure cor-

rect data to enable us to give tabular statements or tariff for any of the states of Central America. (See Statistics of the Spanish American Republics hereafter.)

CHAPTER III.

NEW GRANADA.

THE republic of New Granada after its separation from the Confederation which, under the name of Columbia, included Venezuela, Ecuador, and New Granada, comprises the north-western region of South America, and extends from the boundary of Central America to that of the more recently constituted republic of Ecuador. New Granada may, therefore, be considered as extending north from near the equinoctial line, to nearly 12 deg. north latitude, and east to west from about 70 deg. to 83 deg. west longitude. The interior limits, as well as the country, may be considered, as very imperfectly defined.

The area of New Granada is vaguely stated at 380,000 square miles; its greatest length, about 800 miles; the greatest breadth from the Rio Orinoco, between the mouths of the rivers Guaviare and Meta, to the Pacific, at about 600 miles.

On the east it borders on the republic of Venezuela: on the north is the Gulf of Darien and the Caribbean Sea; and near the western limit of the republic, the Laguna de Chiriqui. The not well defined boundary of Central America separates New Granada, or rather Veragua, by a line over the Isthmus of Panama, from the Caribbean Sea, a few miles west of the Laguna de Chiriqui, to Cape Boruca on the Pacific. The latter bounds New Granada south to Ecuador. These diversified regions vary greatly in climate, fertility, and productions.

The region west of the lake of Maracaybo is said to be fertile, with a healthy climate, and either covered with forests, or spreading into prairies and pastures. It is very thinly settled. The páramos of the Andes are extensive table-lands, on the summits of the range, nearly without vegetation; the lower districts are fertile, and the climate favourable to the cultivation of European grain and fruits: in the lower north-western districts, near the basins, all tropical plants thrive, and these districts are comparatively populous. The declivities of the Central Andes are said to be barren. The mountain region east of the Magdalena is arid, the soil rocky, and but little settled or cultivated. It is said to be rich in gold and silver. The lands along the Caribbean Sea are generally described as fertile, the greater part as alluvial, and very unhealthy. Except along the banks of the Rio Magdalena, it is thinly settled. It is generally covered with forest, and produces all tropical plants. The eastern districts of the Isthmus of Panama and Veragua are covered with wood, fertile, unhealthy, and thinly inhabited; to the west of which prairies occur, and the uplands are fertile, more salubrious, and more populous. The region along the Pacific, west of the Andes and south of latitude 5 deg. N., is chiefly covered with dense forests, subject to incessant rains, excessive heat, and an intermitting climate. The mountain region of Los Pastos is in few parts fit for the cultivation of wheat or maize, but affords good pastures. In some of the valleys the grain crops of Europe will grow. The Llanos, north from the Rio Vichada, is similar to, and, in fact, a continuation of, the cattle plains of Carúcas and Varinas, and affords pasture to numberless herds of cattle and horses. The southern Llanos are described as covered with forests, or intermingled with extensive

swamps. They are inhabited by native tribes, and are considered very unhealthy.

Rivers.—Several tributaries of the Orinoco are navigable, but they are scarcely ever used. The Meta, and its tributary, the Cazanare, are navigated. The Magdalena, and its tributaries, the Rio Cesare, which flows from the lake of Zapatos, the Canaverales, the Sogamozo, and the Rio Negro, are navigated. These rivers flow into the Magdalena from the east. The Cauca, and the Atrato and its tributaries, are navigated. The Sinú is navigable as far as Lorica, the Chagres up to Cruces, and the San Juan to Novita. The Rio Patia, for some distance, is navigated; small craft only are used, and even the Magdalena, though called the Danube of New Granada, is said to be interrupted by shallows. We have, however, but a very imperfect knowledge of these rivers, as well as of New Granada generally.

Numerous small and generally deep lakes occur on the slopes of the mountain ridges and on the páramos; large lakes are not numerous in the interior. The Lake of Zapatos is scarcely known. North of the town of Bogotá, a lake occupies the greater part of a plain about seventy miles long, and more than fifteen wide, but it is shallow, no part being more than six feet deep. The Lake Sebondoy, in the mountain region of Los Pastos, is considered as the source of the Rio Putumayo, an affluent of the Amazonas. Within the shores of the Caribbean Sea there are several lagoons, into which the sea flows. The Lagoon de Santa Marta, by means of which a water communication between Santa Marta and the Rio Magdalena is carried on; and the Cienega de Tosca, north-east of Cartagena, (more than forty-five miles long), are the largest.

Climate.—The páramos, the elevated table-land of Bogotá, the vales of the Magdalena and Cauca, and low districts along the Caribbean Sea and the Pacific, the mountain regions have each its respective climate, and its variety of productions. European grains, potatoes, are cultivated on the table-land of Bogotá, in the districts north, and along the western declivity of the Eastern Andes. In the basins of the great rivers, and on the low lands along the sea-coast, maize, plantains, many vegetables, and fruits, cotton, cacao, tobacco, and some sugar, are cultivated. The forests yield many useful woods; among others, the brasiletto and fustic, from the forests bordering the Sierra de Santa Marta. Ipecacuanha grows on the banks of the Rio Magdalena; cinchona on the Sierra de Santa Marta, the Andes of Merida, Santa Fé, and Popayan; the balsam of Tolú on the banks of the Rio Sinú. The plains of Cazanare pasture immense herds of cattle, which yield supplies of jerked beef and hides. Pearls were formerly fished in the sea opposite the mouth of the Rio Hacha, and a small quantity are still procured in the Bay of Panama.

Minerals.—Gold is found in the Central and Western Andes. In the vale of the Rio Cauca it is procured by washing the sand of rivers and some alluvial soils. In the mountain region of Antioquia it is got by mining; it abounds still more in the countries along the Pacific, and occurs also in the Rio Zulía, and the Rio Hacha. Platinum is found along the Pacific, in the provinces of Chocó and Barbacoas. Silver is discovered less abundantly, and only in a few places in the Central Andes, near the mountain-pass of Quindí, and on the banks of the Rio Sinú. Iron ore and copper ore have been found in several places, especially in the mountains of Antioquia, but they are not worked; tin and lead are also found, emeralds are abundant in a river north of the town of Bogotá, but they are generally small; coal occurs in abundance on the plain of Bogotá, and is also found on the banks of the Rio Sinú. According to Humboldt, a stratum of rock salt traverses the Eastern Andes, between 5 deg. and 6 deg. north latitude, from south-

west to north-east; it is worked at its extremities, at Zipaquira, on the plain of Bogotá, and at Chita, in the Llanos of Cazanare.

Inhabitants.—The inhabitants of New Granada consist of the descendants of Spaniards, Indians, negroes, and the mixed races. The negroes and Zamboes were formerly numerous in the mining districts of Antioquia and along the Pacific, but both races have been much reduced by the war of independence. At the time of the arrival of the Spaniards, an Indian tribe, the Muyscos, inhabiting the table-land of Bogotá, and the adjacent countries, had attained a considerable degree of civilisation, and their descendants still inhabit the western declivity of the Eastern Andes, and the vale of the Upper Magdalena. The inhabitants of the mountain-region of Los Pastos are described as of Peruvian race. The Indians who have been baptised by the missionaries inhabit the north-eastern part of New Granada, between the Lake of Maracaybo and the town of Cartagena, and also the lower vale of the Cauca. In the upper vale of that river there are few or no Indians. The native tribes along the Pacific, do not appear to have much improved since the arrival of the Spaniards, those of the Isthmus of Panama, we have already described as independent, and in a state of hostility to the Spanish race. The Cattle Plains are mostly peopled by mixed races, especially Mestizoes, and the Wooded Plains are in the possession of native tribes.

Population.—According to a census published in 1827, the whole population amounted to 1,270,000 inhabitants. The number was some time after estimated at 1,360,000 inhabitants, distributed among the five PROVINCES as follows:

PROVINCES.	Area in Square Miles.	Inhabitants	Inhabitants on a Square Mile.
	number.	number.	number
Isthmo	25,000	100,000	4
Magdalena	50,000	250,000	5
Boyaca	83,000	450,000	5½
Cundinamarca	152,000	370,000	less than 2
Cauca	68,300	190,000	2
Total.....	380,000	1,360,000	

The most populous districts are the central portions of Boyaca and Cundinamarca, and the province of Veragua; the vale of the Rio Magdalena and the upper vale of the Rio Cauca are much less populous. The other parts are thinly inhabited, and with the exception of a few small native tribes, the Wooded Plains contain no inhabitants at all.

SANTA FÉ DE BOGOTÁ, the capital of New Granada, stands on the east side of the spacious and fertile plain of Bogotá, 8958 feet above the sea, and 8280 feet above the surface of the Rio Magdalena at Honda. Behind the city the mountain rises nearly 2000 feet, almost perpendicular, and near the summit are situated the convents of Montserrat and Guadalupe. The town is regularly built, but the houses are low, on account of the frequent earthquakes. The palace of the former viceroys is inhabited by the president of the republic: the senate assembles in a wing of the convent of the Dominicans, and the chamber of representatives in a private residence. The cathedral was a superb edifice, but it was nearly ruined by an earthquake in 1827. The University consists of three colleges, all well situated and built. The population is estimated at between 30,000 and 40,000. This town owes its chief importance to its having been for a long period the seat of government.

Agriculture.—We have very little information as to the agriculture of this state. All that we can place reliance upon will be found hereafter.—(See Statistics of Spanish American Republics.)

Manufactures.—The manufacturing industry of New Granada is limited to the making of coarse woollen and cotton stuffs, which are chiefly made by the lower classes for their own consumption.

Trade.—The maritime commerce of New Granada is far from important, considering the natural resources of this state. A great part of the exportable produce of the most populous districts of the mountainous country of Boyacá, is sent by the Rio Zulia to the harbour of Maracaybo, Venezuela. The produce which is carried down the Magdalena is exported from Santa Marta and Cartagena; vessels of 100 to 120 tons ascend from Citara to Cartagena; in consequence of bad roads, goods are carried on mules and men's backs from the Upper Cauca across the Andes to Porto Buenaventura, on the Pacific.—(See Statistics of the Spanish American Republics hereafter.)

CHAPTER IV.

VENEZUELA.

THE Republic of Venezuela is a vast, fertile and splendid region. Magnificent rivers, luxuriant forests, high mountains, low alluvial districts and islands, and plains, are its most remarkable features. Our information respecting this state is far more satisfactory than that which we have collected respecting most of the other states of South America.*

This state is bounded on the north by the Gulf of Paria and the Caribbean Sea, on the east by British Guayana; on the south, along a not well-defined boundary line, by Brazil; and west by New Granada. The extent of Venezuela south to north, from the boundary of Brazil, is about 1 deg. 50 min. north latitude on the Rio Negro,—to Point Chuspa, in about 10 deg. 25 min. north latitude, is about 630 miles. The greatest extent from east to west from the Caño Cayuno, at the mouth of the Orinoco, in about 60 deg. west longitude, to a point west of Lake Maracaybo, in about 73 deg. west, is estimated at about 840 miles. Its boundaries are very irregular in outline, and its area is vaguely estimated at about 410,000 square miles. This country owes its name to the following circumstance. When the Spaniards discovered this country, they found a great number of Indian villages situated about the lake, built on piles, which was the reason that they gave it the name of Venezuela, after Venezia, or Venice. This name soon extended to all the province; of which Coro became the first capital. The town of Caraccas having been afterwards made the metropolis of all the countries that compose the captain-generalship, its district took the name of the Province of Venezuela; the country surrounding the lake was named the province of Maracaybo; the other three continental provinces were termed Varinas, Guayana, and Cumana. The country known by the name of New Andalusia, as well as the Island of Margarita, formed part of the government of Cumana.

The Island of Trinidad formed at one time a sixth province, or particular government, depending on that of Caraccas, before the English got possession of it in 1797.

Venezuela includes the *Páramos* of Porquera, Merida, Niquitao, and Las

* Our authorities are the reports of British and French consuls and decrees, reports of the Venezuelan government, the work of M. Lavaysse, Alcedo, Robinson, and various official documents.

Rosas, with the snow-clad Nevado de Mucuchies. The elevated part of these páramos rise above the limit of vegetation. The valleys, declivities, and tablelands, are very fertile, and yield, in temperate elevations, the grains and fruits of Europe, and in the lower parts the tropical productions. Parts of Venezuela, west of the Lake of Maracaybo, are covered with wood; and extensive plains without trees extend over other districts. The highlands of Venezuela, west of the Gulf of Triste, are arid from the want of rains. The higher parts are overgrown with the prickly pear, aloes, and dwarf cedar: the valleys, in which naturally valuable timber trees grow, yield, under culture, excellent coffee. The remainder of this high mountain region is fertile, especially in the valleys. About one-half of the low or alluvial grounds of the Orinocolie within Venezuela. The eastern portion, or the Llanos de Barcelona, or *Llanos Altos*, are scarcely ever inundated by the floods of the Orinoco, with the exception of narrow alluvial tracts along the banks, and the delta of the low district near the Gulf of Paria and the Rio Guarapiche. These low lands are either covered with wood, or occupied by swamps. The more elevated portion of these Llanos are in parts undulated; in others, extensive plains, interspersed with clumps of trees, predominate. The soil is fertile, and adapted for agricultural purposes. On the plains of Caraccas and Varinas, numerous herds of cattle are pastured. These latter plains are inundated for nearly six months in the year, especially those on the lower River Apuré. The great basin of the Rio Orinoco, is bounded by some portions of the Parime Mountains, which spread over Venezuela from the Andes of Bogotá in a northern direction, then east to the coast opposite the north-west part of Trinidad. This region is little known, with the exception of the large fertile valley of the Rio Caroni. The mountain districts are generally covered with forest. South of the upper course of the Orinoco, where it runs from east to west, on both sides of the caño of Cassiquiare and the River Guainia or Rio Negro, there are level, fertile plains, covered with trees,—but owing to the rains and the unhealthiness of the climate, said to be very thinly inhabited.

The population consists of the whites, or descendants of Spaniards, estimated at about 250,000; the Indians, of pure blood, to 150,000; the negroes, who formerly exceeded 60,000 souls, but who have been greatly reduced by the war of independence; and mulattoes, Mestizoes, and Zamboes. The Indian tribes that inhabit the mountains of Venezuela, and those within the valley of Mo Carony, have been visited; and, as asserted, converted by the missionaries, and are now citizens of the republic; but there are said to be many independent tribes—the Guajiros, on the peninsula of the same name; the Cocinas, west of the Lake of Maracaybo; the Guaraons, inhabitants of the Delta of the Orinoco; and some of the tribes which wander over the Parime Mountains and the districts south of the Orinoco. The converted Indians attend to husbandry for their maintenance. M. Depons calculated the population in 1802 at 728,000; but MM. Lavaysse and Humboldt consider this calculation erroneous, and they estimate the population in 1800 at 900,000, of whom 54,000 were slaves.

According to the report of the minister of the interior for 1841, the population is stated to amount to 887,168; but he does not consider this quite exact. The citizens of the United States would people a thoroughly new country of equal extent and riches as Venezuela, with an equal population in less than ten years.

POLITICAL DIVISIONS.—According to the same report, and one of the secretary of finance, in 1846, the republic is divided into thirteen provinces, viz., CARACCAS, which contains about half the population of the whole state; CARABOBO, BARQUISIMETO, TRUJILLO, MERIDA, BARINAS or VARINAS, CORO

MARACAYBO, BARCELONA, GUYANA, CUMANÁ, APURÉ, and MARGARITA. Each of these provinces have governors, or chief administrators, and other functionaries, and each sends *two members to the senate*.

THE GOVERNMENT AND LAWS are lodged in a president and vice-president of the republic; a senate of twenty-six members; a chamber of representatives, at present consisting of fifty-nine members. — (*See Statistics of Venezuela hereafter.*)

CARACAS, the capital of the republic, and the seat of the legislature and government, is situated in the fruitful valley of Arragon, connected with the vale of the River Tuy, 2822 feet above the sea-level. It is separated from its port, La Guayra, which is about sixteen miles distant, by a mountain ridge, the highest part of which on the road is 5160 feet. In this ridge the Silla de Caracas rises to a summit 8631 feet high. The town is regularly built on a declivity, and has wide streets, which cross at right angles. The climate is healthy. The cathedral was much damaged in 1826 by an earthquake; and the city suffered greatly from one also in 1812. Caracas has a university, founded in 1778; about 50,000 inhabitants, about the same number as in 1810, when the province contained 496,772 inhabitants, and carries on a considerable trade in the products of the adjacent fertile valleys. It has an archbishop.

The town of *San Tomé de Angostura*, on the Orinoco, had, in 1807, a population of about 8500 persons, among whom were 300 black slaves. This town is tolerably well built but horridly paved. Though situated in 8 deg. 8 min. north latitude, and not much elevated, it is said to be healthy.

The inconvenient position of Angostura is considered by Lavaysse as one of the principal causes of the languishing state of agriculture and trade in this province:—

“It is necessary that there should be a commercial town nearer to the sea; for the swiftest sailing vessels require fifteen days to sail from the mouths of the river to Angostura. This port becomes worse every day from the sand-banks: there are rocks in that part of the port most convenient for landing merchandise, but these might be easily blown up. The town of Barceloneta, peopled with industrious Catalans, is well placed for becoming a situation of considerable trade.”

Steamboats will, however, obviate all the difficulties and obstacles of the Orinoco. Spanish Guayana is a country almost wild; the only object of cultivation being a little sugar, cotton, indigo, annatto, and excellent tobacco.

The oxen, horses, and asses, which were originally transported from Europe, increased greatly in this luxuriant region, so that herds of them became wild in the savannahs and forests.

PROVINCE OF MARACAYBO.—The town of Maracaybo, or New Zamora, was, until the beginning of the seventeenth century, the capital of Venezuela.

Maracaybo is tolerably well built of stone: its climate is considered healthy though hot.

ISLAND OF MARGARITA.—The soil of Margarita is arid and unproductive. The pearl fishery attracted numerous adventurers. The Dutch, jealous of its prosperity, burnt and destroyed Pompatar, the principal town, in 1662.

The Island of Margarita has three ports, the most important is that of Pompatar, situated on the south-east coast. It is a capacious and safe basin. There has long been carried on a considerable contraband trade with the English and French colonies, &c., and also with Cumaná.

Pueblo de la Mar is an open roadstead, of little trade, situated at a league-and-a-half westward of Pompatar. Pueblo del Norte is a village situated in the northern part of the island: a coral reef renders the entrance to it difficult. Near it is a village inhabited by fishermen.

The valleys of San Juan, Santa Margarita, and Los Robles, have each a village which bears their name. Assoncion is the capital of the island, and the residence of the governor.

The inhabitants of the towns and villages of Venezuela are generally farmers, who cultivate their lands, or keep flocks and herds in the surrounding countries, Priests, physicians, *escrivanos* (lawyers, who are, at the same time, barristers, notaries, attorneys, and even bailiffs), and needy shopkeepers form the remainder of the population. Mountains, forests, and savannas occupy the intervals that separate the district of a town or village from the neighbouring towns or villages, which are generally twenty to thirty miles or more from each other. Occasionally, usually at about twenty-five miles distance, missions or villages of half civilised Indians.

This republic possesses all the resources of prosperity; and we must admit that its people and its government have acted, since their independence of Spain, with more wisdom than any of the Spanish republics, unless Chile form an exception; but the vast natural resources of a region comprising an area of more than three times that of the United Kingdom, and with less than 1,000,000 inhabitants, requires a great population, intelligence, and wisdom, to realise the prosperity and power of which Venezuela is eminently capable.—(See Statistics of Venezuela hereafter.)

CHAPTER V.

GUAYANA.

GUAYANA, or Guiana, comprehended originally the countries which border on the Atlantic Ocean between the mouths of the Amazon and Orinoco, and extending inland to an undefined distance.

FRENCH GUAYANA, or Cayenne, extends from the River Oyapoc, which separates it from Brazil, along the coast as far west as the River Marony, for about 200 miles. Inland to the Sierra Acaray; but as the situation of that range is very imperfectly known, the inland boundary is not determined; consequently, the area of French Guayana is conjectural, when it is computed at about 20,000 square miles. It may be much greater. In 1834 the population consisted of not more than 22,000 individuals, of whom three-fourths were slaves. The aborigines cultivate small patches of ground, but gain their subsistence principally by fishing and hunting.

CAYENNE, the capital, is built on the northern side of the island of that name, and has a population of about 5000 souls. It exports the produce of the country, which in 1834 amounted to somewhat more than 80,000*l*. In the same year forty vessels (4374 tons) entered the harbour, and forty-four vessels (5032 tons) cleared out.—(For an account of its subsequent Trade, see French Colonies' Trade hereafter.)

DUTCH GUAYANA, or Surinam, extends along the sea-coast, between the River Marony on the east and the River Corentyne on the west. All Guayana, English, French, and Dutch, is assumed to extend to the sources of these two rivers, which rise probably in the Sierra Acaray, but scarcely any thing is known of the country south of 4 deg. north lat. The coast-line of Dutch Guayana extends in its windings, about 250 miles; and area of this country is variously estimated at from 30,000 to about 50,000 square miles. Along the sea-coast, to the dis-

tance of eight to fifteen miles inland, the country is flat, and little elevated above the sea. The soil is dry, sandy, and impregnated with salt, yet adapted to the cultivation of cotton. At the back of this low tract the country rises higher, and spreads into savannahs, covered with grass, and here and there with bushes and trees. Along the rivers for from half a mile to two miles the country is, where uncultivated, covered with large trees; this soil is chiefly an alluvial, black fertile mould, and chiefly cultivated as sugar, coffee, tobacco, cotton, and cacao plantations. About forty miles from the shores the country rises to a higher elevation, and the region between the rivers consists of rocky soils chiefly covered with trees. The rivers Marony, Surinam, Saramaca, and Corentyn are navigable to near the foot of the mountains, except where for some little distance some rapids or cataracts occur. The Surinam is navigable for large ships for about thirty miles from its entrance.

POPULATION.—The population consists of whites, negroes, mulattoes, and aboriginal tribes. The whites amount to about 17,000, and the negroes and mixed race to about 66,000. The number of maroons and Indians are unknown. In the mountains, and in some districts further north, there are maroons, or runaway negroes, who formerly used to attack the settlements. The most numerous aboriginal tribes are the Arawak and the Caribs. They live mostly on the produce of the mandioc, plantain, and maize plantations. Among the whites there is a considerable number of Jews, some of whom cultivate plantations in a separate district. In 1808 the English got possession of Surinam, but restored it to the Dutch by the peace of Paris in 1814.

PARAMARIBO, the capital, is situated on the western bank of the River Surinam, eighteen miles from its mouth. It is regularly built in the Dutch style, with wide and straight streets, which are planted with orange trees. The houses in general are two stories high, and built of wood. Near to it, on the northern side, is the fortress of Zelandia, in which the governor resides. The population amounts to about 20,000 souls, three-fifths of which are negroes, or coloured people.

BRITISH GUAYANA, the area of which is estimated at 76,000 square miles, lies between 1 deg. and 8 deg. 40 min. north latitude, and between 57 deg. and 61 deg. west longitude. It has a coast-line of more than 400 miles, running south-east and north-west: extending from the River Corentyne westward to the mouth of the River Orinoco. Neither the western nor southern limits have been defined; and extensive districts are claimed either by Venezuela or by Brazil, and some by both governments.

From the shores of British Guayana shallows, and in parts, muddy banks, extend from five to fifteen miles seaward, they are in parts dry, in others covered with not more than from three to four feet water. They render the approach even in small craft frequently impracticable, and extend in shoals at the mouths of the rivers. The shores are low, and on a level with the sea at high water. The soil is chiefly an alluvium of blue clay, impregnated with marine and vegetable matter. When these soils are drained and cultivated, they sink about a foot below the level of the sea; and require careful attention to the embankments and sluices. This fertile soil extends from two to eight miles inland. At the back of many of the settlements are swamps, of blackish vegetable matter: sometimes six or eight feet deep. Between the River Corentyne and the Demerara the low land of the coast is generally in the front of savannahs, intersected by fertile, and generally well wooded tracts along the streams.

A range of sandy hills, from thirty to 120 feet above the level plain, crosses the country from south-east to north-west. An elevated mountain range separates

the streams of the Carony, a tributary of the Orinoco, from those of the Mazarony, a branch of the Essequibo.

The explorations of Mr. Schomburgk, in order to make boundary surveys through the interior since 1837, have unfolded to us magnificent regions of rivers, mountains, plains, and forests of gigantic trees, during his last expedition. He completed the circuit of the colony from its sea boundary to within forty-two miles of the equator in the space of nearly three years.

Live Stock.—The domestic animals are horses, mules, hogs, goats, and fowls. The rearing of black cattle is neglected; as they are more cheaply imported from the Orinoco districts of Venezuela; butter and cheese are also great articles of import; but herds of black cattle and horses graze on the savannahs near the Pacaraima Mountains.

Inhabitants.—The population of British Guayana is composed of aboriginal tribes and of foreign settlers: Dutch, English, Europeans, Africans, a number of Coolies, and the descendants of Europeans and officers.

By the census of the united colonies of Demerara and Essequibo, taken in 1829, the population consisted of 3006 whites, 6360 free coloured people, and 69,368 slaves. By the last census of the population of Berbice, taken in 1833, there were 570 whites, 1661 free coloured people, and 19,320 slaves. It is estimated that at present the whole population consists of 82,824 negroes, 8076 people of mixed race, and 4000 whites, to which the number of emigrants, since 1829 is to be added, which amounts to about 3100 individuals. The emigrants are partly whites from England and Malta, and partly Coolies.

British Guayana, as now constituted, consists of Demerara, Essequibo, and Berbice. The settlements consist of plantations along the sea-coast and extending up the rivers. Some few are found on the banks of the rivers a considerable distance from the sea, chiefly for cutting timber.—(See the Statistics of the British American Possessions hereafter.)

GEORGETOWN, formerly called Stabroek, the capital, is built on the east bank of the River Demerara, which is here nearly a mile wide. The harbour, formed by the mouth of the river is safe, but not of easy access, as a bar of mud extends four miles out to sea, over which no vessel, drawing more than nine feet, can pass until half-flood; the channel along the eastern shore has nineteen feet depth at high water. The streets of the town are wide and traversed by canals; the houses are of wood, and seldom above two stories high; they are generally surrounded by a garden, or trees, and separated from each other by canals or trenches. The public building, which comprises all the public offices, is a large edifice. There are churches for the principal denominations of Christians, and public schools. The population is estimated at more than 20,000 souls, of which 16,000 are coloured people.

NEW AMSTERDAM, on the Berbice, extends about a mile and a half along the river, and is intersected by canals. The harbour is good, but intricate in its access. In 1833 the population amounted to 2900 persons. It exports the produce of plantations on the rivers Berbice and Corentyne.

CHAPTER VI.

REPUBLIC OF ECUADOR.

ECUADOR extends from about 1 deg. 40 min. north latitude, to 5 deg. 50 min. south latitude; along the Pacific from the River Mira; south to the Rio Tumbez, for

about 510 miles; and from some point not well defined between 69 deg. or nearly 70 deg. west, to 81 deg. 20 min. west longitude, or about 830 miles. Its boundary lines are very irregularly and very indistinctly defined, except on the Pacific, where it embraces the Gulf of Guayaquil, and several bays, headlands, and some roadsteads, and seaports. This state claims as its boundary on the south with Peru, the River Tumbes up to its source in the Andes, and thence south-easterly along these mountains to the Rio Chinchupe, following the latter to its junction with the Rio Amazon south of San Juan de Bracamoros; Ecuador has from thence a boundary between it and Bolivia, or Upper Peru, the Rio Amazon, as far as its boundary of Brazil, from which it is separated by a line beginning on the south side of the Amazon, from in about 69 deg. west longitude, and thence northward to the Rio Negro, which forms the separation on the north, between Ecuador and New Granada, and west from the Rio Negro to the Rio Mira until the latter flows into the Pacific.

The equatorial Andes, the hilly country between those mountains and the Pacific, and the great plateaux between the mountain range on the east boundary of Brazil are comprised within the republic of Ecuador, the area of which is vaguely estimated at about 320,000 square miles. These magnificent regions comprise every variety of configuration and scenery. Wooded declivities, rocky and naked precipices, great rivers, mountain torrents, elevated plains; with a soil and climate producing under the equator, the grains and fruits of Europe, while the lower plains yield the cane and tropical plants, and the elevated declivities afford extensive pasture. The valleys of the Rio Guayaquil and Daüli have plantations of cacao, and various other crops are or may be cultivated. The remainder of this region is less cultivated. Savannahs occur in some extensive districts and others are covered with lofty trees. In the regions from whence the rivers Guainia and Uaupes flow, mountains rising to moderate elevations prevail, and the country is chiefly wooded; savannahs occur also near the foot of the Andes. Heavy rain, lakes, and stagnant pools, render many parts of Ecuador unhealthy.

The Amazon is descended on rafts or balsas from the mouth of the Rio Chunchunga; it becomes navigable for vessels below the Pongo of Manseriche, at St. Borja, for which vessels not drawing more than six or seven feet of water may ascend: large vessels ascend as far as the mouth of the Rio Tigre. The tributaries of the Amazon which drain the plains, are navigable, some in a greater, others to a lesser extent. These are chiefly the Rio Santiago, which falls above the Pongo de Manseriche, the Marona, the Pastaza, the Tigre, the Napo, the Putumayo, the Yapurá. The Napo is as yet the only affluent much navigated. The navigation of the Yapurá is said to be obstructed by a cataract. The Guainia and its affluent the Uaupes, rise within Ecuador; but these rivers are but little known. The Rio Guayaquil, the Rio Baba, and the Rio Daüli, by which produce is brought down to the port of Guayaquil, the Rio Esmeraldas, the Rio Santiago, and the Rio Mira, are all to some extent navigable.

In the western region of Ecuador, Indian corn, plantains, yams, cacao, tobacco, sugar, cotton, and different kinds of tropical fruit and vegetables are cultivated. From the elevated valleys and plains of the mountain-region wheat is sent down to Guayaquil and other low districts. Towards the southern extremity of the Andes there are extensive forests; the cinchona bark-tree is common. The Great Plains yield wax, gum, resin, and sarsaparilla. In the mountain-region and plains, cattle in large herds, horses, mules, and sheep are pastured. Turtles are abundant in the Amazon; their fat, under the name of *manteca*, constitutes an important article of traffic on the banks of that river. The fish called *manta* abounds on the shores of the Pacific. It is salted

and sent to Guayaquil and the mountain-region for sale. Pearls were formerly fished. Some cochineal is collected near Loxa. Vessels are built at Guayaquil of the timber yielded by the western forests.

Gold is found in some of the rivers, silver ore occurs, but neither in any great quantity. Lead ore and quicksilver are found in some places. At Lo-Azoges quicksilver is worked. Salt is made along the coast at Cape Santa Helena, where it constitutes an article of trade for internal consumption.

Inhabitants.—The population consists of the descendants of the Spaniards, and of Indians, and Mestizoes. The number of negroes has always been very small in Ecuador. The whites are most numerous in the valleys of the Andes, and in those of the rivers Guayaquil and Dañli, but in no part do they constitute more than one-fourth of the whole population. In the western region and in the mountains, the aborigines are of the Peruvian race, and speak the Quichua language. They are agriculturists, and employ themselves also in weaving coarse woollen and cotton stuffs. Along the coast many Indian families live by fishing and making salt. The Indians who inhabit the Great Plains, gain their subsistence almost exclusively by hunting and fishing on the banks of the tributary of the Amazon: they cultivate small pieces of ground. Abundance of sulphur may be procured at Tescan, near Chimborazo.

According to the census of 1827, the population of Ecuador amounted to about 492,000, exclusive of the Indians of the eastern plains.

ESTIMATED population of Ecuador.

DEPARTMENT.	Area in Square Miles.	Inhabitants.	Inhabitants to a Square Mile.
	number.	number.	number.
Chimborazo, or Ecuador.....	190,000	190,000	1
Guayaquil.....	25,000	150,000	nearly 5
Assuay.....	105,070	210,000	2
Total.....	320,000	550,000	

Along the coast of the Pacific there are no large towns. Coasters find shelter in the harbours of Tumaco, Tola, Esmeraldas, Atacames, and Canoa; these places have no foreign trade. The Missionos of Bacza, Archidonia, and Avila, east of the Andes, are now said to be deserted, although formerly described as very populous. Santa Rosa de Oas, situated upon the Rio Napo, where that river begins to be navigable; has a small population.

CHAPTER VII.

PERU.

GENERAL SKETCHES OF THE SOIL AND CLIMATE.

THE limits of the present republic of Peru extend from the mouth of the River Loa, (21 deg. 28 min. south latitude) to the entrance of the Tumbez in 3 deg. 30 min. 40 sec. south latitude. Its extreme length along the shores of the Pacific is estimated at nearly 1700 miles. The greatest breadth is estimated at more than 1000 miles.

It is bounded by Ecuador on the north, on the west by the Pacific, on the

south and south-east by Bolivia, on the east by Brazil. The southern and south-eastern boundaries are not, however, well decided.

Peru extends from the western declivity of the Bolivian and Peruvian Andes to the shores of the Pacific. This region is called the *Valles*. East of the *Valles* the *Montaña*, or mountain-region, comprehends the Peruvian Andes. Along the eastern side of the *Montaña* is the great upper plain of the Amazon.

The region of the VALLES has little or no wood, and includes but small districts fit for culture. Sandy or stony deserts prevail. In the mountain region, a large portion is rocky; the numerous valleys which intersect the mountains from south to north are generally fertile, especially the valley of the Rio Jauja. The eastern mountain region is covered with forests and other vegetable growth; the western mountains are nearly bare, and frequently without any vegetation. The eastern plains are cultivated only in small spots by the native tribes, who grow roots and maize; the greater part of these places are covered with forests. Savannas of considerable extent occupy parts of these plains, but these regions are but imperfectly known to us.

The whole sea-coast region of Peru is by all described as sandy, arid, bare, and scorched. The sea-coasts of the state of Ecuador are, on the contrary, described as well-wooded plains and villages.

Peru is traversed by two parallel chains of high mountains, called indifferently the Andes and the Cordilleras. Geographers may, to avoid confusion, give the name of Andes to the eastern, and Cordilleras to the western, chain. The western range follows the shores of the Pacific at a distance of sixty or seventy English miles. It is remarkable that all the streams flowing from its eastern slopes find their way through the chain of the Andes to the Atlantic. In all South America there is no exception to this rule. In no instance do the Cordilleras afford passage to any stream flowing from the Andes,—yet the former chain is lower than the latter, at least in Peru and Bolivia. The region between the Andes and the Cordilleras, comprising a vast *plateau*, or rather many table-lands, about 12,000 feet above the level of the sea. This *plateau* is scarcely inhabited. The whole region is called by the natives *Puna*, in Spanish *despolbado*. The general aspect of this plain is monotonous and dreary, the surface is principally covered with faded dull grasses; now and then a solitary stunted tree of the *quenua*, tracts covered with the reddish brown stalks of the *ratana*, which the few inhabitants use for fuel, or for roofing their huts. But here are found the llama, the alpaca, the huanacu, and the vicuna. Cold winds sweep from the frozen Cordillera over the plain, regularly accompanied for four months with daily violent snow-storms.

Rivers.—The small rivers that flow into the Pacific are chiefly used for irrigating lands; none of them are navigable, except the Rio de Piura, for some months, about twenty miles, as far as the town of Piura. Many of the rivers are dried up for several months of the year; a few flow to the Pauba, the others to the eastern waters. The mountain rocks have some streams which might supply irrigation, and even the most arid districts yield luxuriantly when watered.

The *Montaña* is drained by the *Marañon*, and its affluents the *Hualaga* and *Ucayali*. The *Marañon* is navigable from the mouth of the Rio Chuchunga downwards. No obstacle to navigation occurs below the Pongo for vessels drawing no more than six to seven feet of water, as far up as the junction of the *Ucayali* it may be, ascended by larger vessels.

The inhabitants are Creoles, or other descendants of Spaniards, *Mestizoes*, and a few negroes and mulattoes, but chiefly the descendants of the ancient Peruvians. The descendants of the Peruvians are tolerably industrious agri-

culturists, manufacturers, and fishermen. The coasting trade in the balsas is also carried on by them. They speak the quichua or language of the Incas. The tribes that inhabit the plains live chiefly amid the forests, and along the rivers.

Estimated number of inhabitants—230,819 whites; 848,846 Peruvians; 323,782 Mestizoes; 64,878 mulattoes; and 31,628 slaves: total, 1,499,953.—Distributed as follows in the departments.

But this and all other estimates of the population we consider vaguely calculated, though probably as near an approximation to the number as can be obtained, without taking a regular and correct census.

CHAPTER VIII.

AGRICULTURE AND LIVE STOCK.

THE temperate climate of the *Valles* admits of the growth of European grain, maize, and rice; the grasses and fruit trees of Europe succeed; sugar, wine, and distilled brandy constitute articles for home use and for export. In the elevated districts of Montana the cerealia and fruits of Europe are grown, and the valleys produce tropical products: the forests on the eastern declivity of the Andes, yield ciuchona bark, copaiva balsam, copal, wax, yellow and black; indigo grows spontaneously. The Indians of the plains collect from the forests vanilla, sarsaparilla, copaiva, copal, caoutchouc, and several gums and resins for export.

Live Stock.—Cattle, mules, and horses are reared, chiefly on the extensive pasture grounds along mountain slopes. On the elevated ranges and table-lands of Titicaca and Pasco, llamas are used as beasts of burden; and each carry about seventy pounds. Sheep are pastured in the colder districts.

Agriculture is not only in a rude state, but it would rather appear to deteriorate than improve since the Peruvian independence of Spanish domination. The valley of Huanuco, is one of the most productive maize districts. It also produces wheat, beans, and other vegetables and grasses. This valley and the plains of Lagamarca, and other rather elevated districts are subject to frosts which occasionally injure the crops; although the wheat crops, considering the mode of culture, are generally good. Sugar is produced at Huylas, Huanuco, and other places.

The agriculture of Huanuco, though alluring to the eye, which only views its rich and waving fields enclosed with fences of mud, and hedges of the Indian fig, and aloe or maguey plants, is in every way defective as a branch of industry.

Lucern or alfalfa is daily cut down, and used green to feed the numerous cattle and the oxen for the plough and sugar-mills. The scythe is not used. The grass is cut with a sickle. The cattle are fed on irrigated pastures during day, but at night with cut grass in corrals or pens.

Potato-ground is broken up on the face of steepes with deep narrow spades, with long handles. In the same manner the soil is turned up by those who have neither plough nor oxen, for maize on the temperate flats on the hill-sides, and in the thickets near mountain streams, where the soil is usually fertile, and materials for enclosing abound. Holes are made in the ground with a sharp-pointed stick, where the seed is dropped secure from birds, and when planted in virgin soil, it

yields a luxuriant harvest. The white-grained maize is sown in preference to the yellow (*morocho*), as it makes, when toasted, the best "*cancha*," which the poor Indian uses instead of bread; when boiled it makes the sweetest "*mote*," or maize simply boiled; it is also said to yield the most agreeably-tasted *chica*, or beer, which the Peruvians brew in their huts, whenever they have a little surplus maize. They also make a kind of beer from the fermented juice of the maize-stalks which they press between small wooden rollers. Cattle are also fed on dry maize-leaves and stubble, which are considered more nutritious than either lucern or the tops of the sugar-cane.

Aji, or *pimento*, is generally cultivated around the Indian dwellings and gardens in the warm valleys, and with it they season nearly all kinds of food.

The sugar-mills in the valley of Huanuco are, the greater number of them, made of wood, and moved by oxen. On the larger estates brass rollers are used.

A staple article, supplied by Huanuco to Cerro Pasco, is the *coca-leaf*, from the Montana, distant about fifteen leagues from the city. The indigo growers in the contiguous Montana have nearly forsaken its cultivation from want of funds or enterprise.

Much of the fruit of the Huanuco orchards is eaten at the tables of the inhabitants of Cerro; and in the convents are made excellent sweetmeats, highly valued, in the surrounding country, as presents rather than as articles of commerce.

Several lands formerly belonging to convents were, after the revolution, appropriated as endowments of the college of Huanuco.

The Montana regions, which are watered by the Huallaga, Ucayali, Marañon, and their numerous tributaries, are but very imperfectly explored. They combine the most fertile but uncultivated soils in the valleys.

From May to November the sun shines powerfully in the Montana, and consequently the soil, where it is cleared of wood—as in the valley of Chinchao—becomes so dry that its surface cracks and opens for some depth, but underneath it retains its humidity, and requires no irrigation. From November to May it rains sometimes for six or seven days without intermission.

In the rivers of Peru alligators, tortoises, and a variety of fish abound. The manatee, sometimes called *peixe-buey*,* feeds among the grass on the banks of the rivers.

The forest productions of the Montana, considered as articles of commerce or usefulness, are chiefly, cedar, and *chonta* or ebony, mahogany, walnut, and almond-tree. Edible herbs and roots, except the potato and yuca, are little cultivated; but coffee, plantains, and sugar-cane, of which a variety called the blue or *azul* grows luxuriantly. The sugar-cane comes to maturity earlier than in other parts of Peru, and yields an annual crop at a very low cost of production.

The fertile valley of Chinchao is renowned for its *coca* plantations. Some farms in Huanuco cultivate frijoles, or beans, for the use of the *coca*-gatherers: rice is also grown along the low rich banks of the great rivers, and maize is cultivated, wherever it will ripen as a necessary of life.

In the Montana, and in other parts of Peru, *chicha* is made from maize, but the natives here make a drink called *másata*, not known in more civilised parts of the country, produced by chewing the yuca or maize,† &c., and then leaving it to ferment, when, according to the quantity of water added to it, the fermented juice will be found of greater or less intoxicating power.

* From *peixe*, fish: *buey*, ox.

† See account of this liquor, and how made, in the description of the Mosquito Territory

Indigo and tobacco is of Montana growth.

Cotton grows almost naturally, and requires no artificial assistance for its luxuriant growth. It is spun and wove into cloths of various texture by the Indians. Lemons, limes, oranges, citrons, and other cooling fruit, are also productions of those parts.

The pine-apple is very abundant, as well as of delicious flavour, though it grows wild: and among the articles of spontaneous growth in the Montana, contiguous to Huanuco, we may enumerate cacao or cocoa, cinnamon, guaiacum, vanilla, black wax, storax, dragons' blood, Maria oil, gum grana, balsam of copaiba, copal, and many other gums, balsams, and resins. Cinchona and sarsaparilla abound in great quantity.

Milk, among the pastoral huts of the high grazing country, is used for making cheese, it is not often drank as an article of nutriment, save by those who live in small round booths. These pastoral huts are scattered over the distant plains and ranges of the mountains, throughout the "*estancias*," on the hilly pasture-lands, for feeding cattle and sheep.

The poor Inca, who owns a few horned cattle, will endure hunger rather than kill for food one of his herd. He who owns sheep, however, kills one occasionally for the meat and "*caldo*,"—*mutton tea*: vegetables being scarce, to make *chupe*, a kind of broth used by the corn-growers. The inhabitants of the snowy region, or elevated valleys of the Andes, are distinguished by their warm clothing, broad chests, and fresh complexions. They descend from the high cold district to the temperate and corn-growing country, to barter for vegetable productions, fresh mutton, skinned and free from offal, which they carry on the back of asses. Mutton, like beef, is dried in the sun, and stored for use by the inhabitants of the warm districts. This dried meat is called by them "*charque*," and by the English jerked beef.

When the inhabitants of Tarma have sown their fields, they usually spend, according to Dr. Smith, an entire month in visiting and festivity:—

"And they say of their neighbours of Jauja (eight leagues to the south of them), whose rejoicing is at harvest-home; that they distrust Providence, while they themselves piously rejoice and rest their hope in the Giver of their harvest; hence, they infer the wheat crops of the Jaujinos (whose granaries are in favourable years the most plentifully stored in all Peru) are often blighted and frosted, while the Tarmenian barley always flourishes."

The pine-apples and coffee of the Montana and hacienda of Vitoc, near Tarma, are very good.

The centre land of Peru is watered by streams and mountain torrents. They are subject, often suddenly, to rise and inundate the low grounds.

The food of the poor, as well as of the rich, constitutes an index to the eatable products of a country, and one may, therefore, include some observation on this head in concluding our sketches of Peruvian agriculture; which may be considered to apply, in many respects, to all the countries of Western South America, between Panama and Chile.

A common dish of food on the Sierra consists of potatoes, sliced and boiled in water or milk, with an addition of eggs, cheese, and sometimes butter; but this nutritious dish is often represented by *yaco-chupe*, or water *chupe*, consisting of potatoes sliced and boiled in water, with the addition of a little salt, and a leaf of wild mint, as an antidote against flatulency.

In Lima the articles of diet are far more varied than in the country districts. Maize is far more generally cultivated than any other grain. Wheat is chiefly imported from Chile and other foreign states. The food of the poor on the sea-

coast is cooked camote and yuca roots : both are very nutritive and wholesome. In Lima animal food is even profusely consumed, and poultry in incredible quantities. It is the food of the sick, infirm, and convalescent, who constitute a numerous portion of the inhabitants of the capital, all of whom have chicken or chicken soup at least once a day. Geese and ducks are of low repute for eating, pigeons and turkeys are abundant in the daily market. Fish is usually good and abundant; the fishermen of the coast are described as the most robust of Peruvian natives.

The number of fat pigs killed is estimated considerably above twenty thousand yearly. The consumption of lard and fried pork (*chicharones*) is consequently great. Dr. Smith says the "mantequero," or lard and swine-dealer, is, after that of the baker and *lottery-man* (*suerteño*), one of the most lucrative in the capital. From forty to fifty head of oxen, and from three to four hundred sheep, are slaughtered daily for the Lima market: the beef is good; the mutton of inferior quality.

Most of the other Limenian dishes are soddened in lard, excepting the common fowl, the pigeon, turkey, and a dish called the "puchero," consisting of a variety of fruit and vegetables, with pieces of meat of different kinds boiled together and served up in a great dish or plate.

The soups and vegetable dishes are strongly seasoned with *agi* or Chile pepper.

The native dark races are said by Dr. Smith to be much more robust in form, and harder in constitution than strangers to the climate.

The Peruvians of the coast are not supplied with fruits. The fruits produced in the orchards in and about Lima are as follow, according to a list by Mr. Mathews, an English botanist, viz.,

"*January*.—Grapes begin to ripen; and also apricots, and a few pears.

"*February*.—Grapes, pears in abundance, apricots; peaches begin to ripen; lucumas scarce; figs.

"*March*.—Grapes in abundance; pears scarce; peaches in abundance; apples begin to ripen; lucumas in abundance; figs in abundance.

"*April*.—Apples in abundance; quinces, *ceruela de frayle* (*spondias dulcis*), and cerasas (*malpighia glandulosa*), patillas (*psidium lineatum*), and guavas; figs scarce.

"*May*.—The same as April; a few grapes are seen in the market, brought from the southward; cherimollas.

"*June*.—Cherimollas and guanavanas; sweet and sour oranges; a few apples.

"*July*.—The same as June, with the exception of apples and limes; sweet lemons and sour lemons begin to ripen.

"*August*.—The same as July, but slight demand for oranges this month.

"*September*.—Lucumas, paltas, and the fruits of the previous month.

"*October*.—Same as September; but a great demand for limes and sweet lemons.

"*November and December*.—During these two months there is a great demand for sweet and sour lemons, for *frescos*, or cooling drinks. Sweet oranges rarely remain good after the middle of November."

Plantains are fit for food all the year, but are most abundant during the hot months. The pepino is much eaten during December, January, and February. In the months of April and May, the pulp surrounding the seeds in the pod of the pacay are much eaten.

In addition to the above, the melon, and sandia, or musk and water melon, are cultivated in the neighbourhood of Lima, and are to be seen for sale in large heaps at the corners of the streets. They are consumed with avidity in the hot month of February. Very good olives grow in the Valley of the Rimac, and ripen in February and March. Strawberries and "tunas," or Indian figs, of in-

ferior quality, grow in Lima; but the market is supplied with these fruits, and of the best quality, from the neighbouring valley of Santa Ulaya. The pine-apple does not ripen spontaneously in Lima. Those eaten in this city grow on the eastern side of Peru, and occasionally are brought from Moro.

CHAPTER IX.

MANUFACTURES, GOVERNMENT, ETC.

THE Spanish system, which limited supply, forced the inhabitants of Peru to make some indispensable articles. Coarse cotton and woollen stuffs worn by the aborigines and by the Mestizoes, are either made by themselves, or in the valleys of the Marañon, Jauja, and at Cuzc6. Iron utensils are made at Caxamarca. At Lima, Arequipa, and Cuzc6, gold and silver vessels, utensils, trinkets, and ornaments, are made.*. None of these are exported. Coarse cotton cloth, called tucuya, made in Moyobamba and Tarapoto, is exported to those parts of Brazil adjacent to the Amazon.

Trade.—The internal trade is obstructed, or rendered difficult, by the want of roads. Since the independence of Peru, a trade has been opened from the eastern districts, with the Brazilian districts adjacent to the Rio Amazon. This trade was chiefly from the valley of the Rio Huallaga, and consists mostly of cotton, gums, resins, wax, sarsaparilla, and tucuya. The maritime commerce of Peru is chiefly with the western coasts, and other republics of America, with Mexico, Central America, Guayaquil, and Chile, to which countries sugar, wine, brandy, salt, and some other articles of minor value are exported. Gold and silver, and the saltpetre of Iquique, Arica, and Arequipa, are exported. Cinchilla fur, vicuna and sheep-wool, and cinchona bark, are the principal articles exported to Europe.—(For the Foreign Trade and Navigation of Peru, see Statistics of the Spanish Republics hereafter.)

Government.—The constitution of Peru was framed in 1828. It was to be based on that of the United States. But it will be seen that it has, like that of all the Spanish American republics, in administrative practice, retained most of what existed under Spain, with a strong tendency towards the centralised system of the police of France. The legislative body consists of a senate and a chamber of deputies, the members of which are chosen by the people.† The executive is

* "In Tarma, they make *ponchos*, or loose cloaks, of great beauty and fineness; and, on the colder table-lands, warm but coarse blankets and ponchos, &c., are still made by the Indians. In the valleys, goat-skins are made into cordovans; cow-hide is made into saddle-bags, and almofrezes, or travelling-cases for bed and bedding; mats, too, are manufactured from rushes, and are very generally used as carpeting, under the name of *esteras*. But the work of silversmiths is generally in a rude state even in Pasco; for the fine filigree work, for which inland Peru is celebrated, is made, not in the department of Junin, but at Guamanga, in the department of Ayacucho—where the natives have also shown a decided talent for sculpture, though their works cannot be said to exhibit, as yet, much elegance or expression."—*Smith's Peru*.

† "The chamber of deputies is composed of representatives elected by the electoral colleges of provinces and parishes. The parochial electoral colleges are composed of all the citizens resident in the parish, congregated according to law. For every 200 individuals in a parish an elector is nominated; and in every village whose numbers entitle them to name an elector, or have a parochial college, a municipal body is established with a right to superintend its own local interests, consistently with the laws and public good—and subject to the approbation of the departmental juntas. The electoral colleges of provinces are composed of parochial electors constituted accord-

vested in the president, who likewise is chosen by the people for four years, and is assisted by a ministry, chosen by himself, and a council of state chosen by the legislature. The departments have the power of regulating their public and ecclesiastical affairs, without the interference of the general government,—to hold their departmental juntas, and to frame laws for their local territories; these laws require to be afterwards sanctioned by the *central legislature* to become law.

Departments.—The supreme political government of every *department* is vested in a prefect, under immediate *central* subordination to the president of the republic; that of every *province* answers to an *arrondissement* in France, and is intrusted to a *sub-prefect*, who is immediately subordinate to the prefect; that of the *districts* (say *Canton*) to a governor (*juge-de-paix*), who acknowledges the sub-prefect as his superior; and in every town, or Indian village (say *commune*), there is a still humbler officer called *alcalde* (say mayor), who acts under the orders of the governor, or *juge-de-paix*, of his district, and is intrusted with the ordinary routine of local police.

CHAPTER X.

THE CITY OF LIMA.

WE shall conclude our description of the country which once formed the chief territory of the empire of the Incas, by a brief description, according to the best authorities, of the celebrated city of Lima.

LIMA, the capital of the republic, stands in a beautiful valley, six miles from the sea, and 560 feet above its surface; the small River Rimac flows through it. The houses are tolerably built of adobes, or sun-dried bricks, canes, and wood; they are low, in order to stand the shocks of earthquakes, being seldom above two stories, with small balconies to the second floor, with generally an archway from the street, and with a strong door leading to a court within. The lower or ground floor is commonly used as store-rooms and stables, and all kinds of rubbish are stowed away on the tops. The staircase is generally spacious and handsome, and the apartments of the lodgers often adorned with common fresco paintings. For the climate these houses are, however, sufficiently well adapted. The cathedral, the palaces of government and of the archbishop, the university, and several colleges, and some churches are the most remarkable edifices. The population is estimated at about 70,000. There are several unimportant manufactures carried on,—and its trade in foreign merchandise, and its exports of the produce of the mines, and of the interior, are through the nearly adjacent port of Callao.

The portales, or arcades, form the most attractive parts of Lima. At nearly all hours they are the most lively resort. They are built on two sides of the plaza. The ground-floor is occupied as shops, in which various goods and fancy articles are sold. Between the columns, next the plaza, sit lace and fringe workers; and before them are cooks, fresco-sellers, and others. Frying cakes, and fish, in the morning and late in the evening, seems to be one of the most brisk employments, the demand being remarkable.

ing to law, and they elect deputies to congress in the proportion of one for every 20,000 inhabitants, or for a fractional number which exceeds 10,000. But the province in which the whole population does not come up to 10,000 inhabitants, will nevertheless name a deputy."—*Smith's Peru*.

The arcades are about five hundred feet long, paved with small stones, interlaid with the knuckle-bones of sheep, which produces a kind of mosaic pavement, in which is wrought the date of its foundation, 1799. This place for many hours, of the day is the great resort of the populace.

The palace, formerly that of the viceroy, occupies the north side of the plaza. The lower part of it is now converted into a row of small shops, principally tinkers and small-ware dealers. On the east-side is the archbishop's palace and the cathedral.

The fountain in the centre of the plaza, of which much has been said, was erected in 1600, by Don Garcia Sarmiento Sotomayer, the then viceroy and captain-general of the kingdom. "El que bebe de la pila sequenda in Lima," is the usual saying. "He that drinks of the fountain will not leave Lima."

The cathedral is a stately, large edifice; most of its decorations are in bad taste. Formerly it was celebrated for riches in precious metals and stones.

The market of Lima, kept in an open square, is well supplied. There are no stalls: mats are used in their stead. The meat is spread in rows, and the vegetables heaped up in piles. The meat is cut with the grain, and into small pieces, to suit the purchasers; and poultry is cut up in a similar manner. The cooking establishments are in great request; stews, fries, and olla podridas, are in constant preparation.

Captain Wilkes says,—

"There does not appear to exist any accurate account of the population of Peru; but it is generally believed to have decreased, particularly as regards the whites and negroes. The best information gives but little over 1,000,000 inhabitants, viz., about 125,000 whites; natives and *cholos*, 800,000; with 90,000 negroes and ranchos, of whom about 35,000 are slaves. This does not vary much from the number given by the geographies forty years ago. The country appears, from all accounts, not only to have decreased in population, but to have diminished in wealth and productiveness. A much less proportion of the soil is now cultivated than formerly under the 'children of the sun.'"

CALLAO AND THE ISLAND OF SAN LORENZO.

Captain Wilkes, who anchored for ten days at San Lorenzo, measured its three highest points with barometers. The result gave 896 feet for the southern, 920 feet for the middle, and 1284 feet for the northern summit.

The Bay of Callao, with the climate, combined with the prevailing winds, renders it a fine harbour. The island of San Lorenzo protects it on the west from the swell of the ocean, but its northern side is entirely exposed; but there is no danger to be apprehended from that quarter. A few miles to the north the in-

* "The proportion which the different sexes, castes, and conditions, &c., of the inhabitants of Lima bore to one another in the year 1818, may be learned from the subjoined summary taken from the census of Juan Baso, Oidor:—

Summary of Men and Castes.		Summary of Men by Wards.		General Amount of the whole.	Summary of Women by Wards.		Summary of Women by Castes.	
	number.		number.	number.		number.		number.
Secular Spaniards.	8,406	1st Ward.....	6,841	...	1st Ward...	7,975	{ Secular Spanish women.	{ 8,453
Priests and Friars	1,331	2nd ".....	5,882	27,515	2nd "...	6,090	{ Nuns.	{ 506
Mestizos.....	2,060	3rd ".....	6,380	...	3rd "...	7,120	{ Mestiza women.	{ 3,262
Indians.....	1,561	4th ".....	3,512	21,553	4th "...	4,736	{ Indian women.	{ 1,731
Free Negroes and Pardos.....	4,220	{ Cercado, the higher part of the city so called... }		...	Cercado....	312	{ Black and swarthy free women.	{ 7,715
Id. slaves.....	4,705	In wards.....	4,662	...	...	...	Id. slaves.	3,884
Total.....	21,883	...	27,545	54,008	...	21,533	...	26,533

fluence of San Lorenzo ceases; the surf there breaks very heavily upon the beach, and prevents any landing.

The plain rises gradually from Callao towards Lima. From the bay it is seen distinctly, about six miles distant, and does not appear to be elevated; yet Captain Wilkes, who measured the height of Mr. Bartlett's house above the level of the sea by sympiesometer, found it 420 feet high. This rise is scarcely perceptible passing over the road, except to one who has a practised eye.

Since 1821, Callao had improved, notwithstanding the vicissitudes it has gone through since that time.

"A fine mole has been erected, surrounded by an iron railing. On it is a guard-house with soldiers lounging about, and some two or three on guard."

"The mole affords every convenience for landing from small vessels and boats. The streets of Callao have been made much wider, and the town has a more decent appearance. Water is conducted from the canal to the mole, and a railway takes the goods to the fortress, which is now converted into a depot. This place, the sea-port of Lima, must be one of the great resorts of shipping, not only for its safety, but for the convenience of providing supplies. The best idea of its trade will be formed from the number of vessels that frequent it. I have understood that there is generally about the same number as we found in port, namely, forty-two, nine of which were ships of war; five American, two French, one Chilian, and thirty-five Peruvian merchantmen, large and small."—*Narrative*.

The castle of Callao has long been the key of Peru. Whichever party has had it in possession were considered as the possessors of the country. It is now converted into a custom-house, and is nearly dismantled. Only five of its guns remain out of 145.

The principal street of Callao runs parallel with the bay. There are a few tolerably well-built two-story houses on the main street, which is paved. These houses are built of adobes, and have flat roofs, which is no inconvenience, in consequence of the absence of heavy rains. The interior of the houses is of the commonest kind of work. The partition-walls are built of cane, closely laced together. The houses of the common people are of one story, and about ten feet high; some of them have a grated window, but most of them only a doorway and one room. Other dwellings are nothing more than mud walls, with holes covered with a mat, and the same overhead.

The outskirts of Callao deserve mentioning only for their excessive filth.

Callao is said to contain between two and three thousand inhabitants, but this number seems to be overrated. Several new buildings are in course of erection, notwithstanding the times of revolution. The principal street is about a third of a mile in length, and is tolerably well paved, with side-walks.

Coaches, or rather omnibuses, run several times a day to Lima. The old accounts of robberies on the road to Lima, are still fresh in the mouths of strangers. In times of revolution it was infested by robbers, but the steps taken by government have effectually put a stop to them.

On the road to Lima is Bella Vista; but it is in ruins, and has been so ever since the revolution. It was generally the outpost or battle-ground of the two parties, and although the soil in the plain which borders the sea is extremely fertile, consisting of decomposed rock, containing the elements of fertility in the greatest abundance, it is now a neglected waste. On approaching Lima, the gardens and fields are cultivated and irrigated. Fields of Indian corn are seen, some fully ripe, some half-grown, and others just shooting up. This bears testimony not only to the fineness of the climate, but to the fertility of the soil. The gardens near the city are filled to profusion with fruits of all descriptions.

The road, on its near approach to the city, forms an avenue of about a mile in length. This, in its prosperous days, was the usual, and most agreeable even-

ing drive. On each side are gardens filled with orange-trees, the fragrance of whose flowers, and the beauty and variety of the fruit, add to its attractions. It is now going to decay from utter neglect. *It is typical of Peru.*

CHAPTER XI.

BOLIVIA.

BOLIVIA extends north to south from 10 deg. 30 min., to 25 deg. south latitude; and east to west from about 57 deg. 50 min., to about 71 deg. 30 min. west longitude. It extends nearly three degrees and a half along the Pacific. The greatest length is estimated about 940 miles. The greatest breadth at about 850 miles.

Bolivia is bounded on the north by Peru; on the east by Brazil, and by the republic of Paraguay; south by the Gran Chaco, the republic of Salta, and Chile.

The region between the Pacific and the Andes is appropriately called the Desert of Atacamà. Few parts of it are stated to be fit for agriculture. The streams which flow from the mountains, are soon lost in the sands. The country south of the Alturas de Lipez consists chiefly of rocky ridges, with little vegetation, except in the elevated valleys, which are about 5000 feet above the level of the sea. In the latter, the grains of Europe, maize, and the fruits of southern Europe, are cultivated. The valley of Titicaca has a fertile soil, especially in the neighbourhood of the lake, where quinoa, potatoes, and barley are cultivated; but generally no other grains or culinary vegetables succeed, owing to the severity of the climate. The valleys south of the Sierra de la Cruz are the most populous and best-cultivated parts of Bolivia. The valley of Cochabamba, is reputed for the richness of its soil and products. The *Yungas*, or small valleys north of the Sierra de Santa Cruz, are also productive. The rivers that drain these valleys, generally bring down gold, of which a considerable quantity has been collected. The Plains of Moxos and Chuquitos are covered with forests, with occasional savannahs. But although extremely fertile, they are thinly peopled, and inhabitants and cultivation appear only along some of the river banks.

The River Loa flows, for about 180 miles, to the Pacific, but brings down so little water that in summer it is only about fifteen feet broad at its mouth, and only a few inches in depth. Almost every other stream flowing west from the Andes is lost in the sands, and does not reach the sea. The Rio Desaguadero, which drains the valley of Titicaca, runs about 200 miles, until it disappears among some swamps and lakes. Many rivers descend from the eastern declivity of the Andes; and those which drain the country south of the Alturas de Lipez are also very numerous. They unite either with the rivers which fall into the Rio Madeira, or with those which constitute the most remote branches of the Pilcomayo, a great tributary of the Paraguay. Near 10 deg. 30 min. south latitude, the Madeira is joined by the navigable Beni. The Guapahi and Mamoré, as well as the Beni, are navigable from the places where they leave the mountains. The navigation of the Rio Madeira is, however, interrupted by cataracts, which occur between 9 deg. and 10 deg. south latitude. The cataract of Theotonio is said to be fifty feet high. Further down the Madeira is free from impediments to navigation, and may be navigated by vessels

of any size to the Amazon. But the Beni, Mamoré, Pilcomayo, and Bermejo, are navigable either to the Amazon, or Paraguay, for vessels sufficiently large to navigate the Atlantic.—(See account of the Rivers Amazon and Paraguay hereafter.)

The natural facilities for inland navigation possessed by Bolivia, east of the Cordilleras, and the fertility and power of production of which the soil is capable, are sufficiently great to render Bolivia a very rich and important nation.

Climate and Agriculture.—The discovered regions of Bolivia vary greatly in climate and productions. The region of Atacama is sterile, as it never rains; fogs are common during a part of the year. A little maize is cultivated in a few spots. The valley of Titicaca and the plains of Moxos and Chuquitos present a great contrast: both regions have a rainy season, which occurs from November to April; but while the rain descends in showers on the valleys, it falls in torrents on the plains. On the plains cacao, coca, indigo, cotton, rice, mandioc, and several tropical fruits are grown, whilst the forests supply copaiva balsam, sarsaparilla, caoutchouc, vanilla, and canella de clavo, and many other valuable plants and fruits, and excellent timber. The valleys between the mountains and plains have a temperate climate, and sufficient rain for the growth of the grains and fruits of Europe in the higher, and those of tropical countries in the lower regions. The forests of the eastern declivity of the Andes yielded cinchona bark.

The valley of Titicaca, as well as the savannahs of the plain, supplies pasture for cattle, horses, mules, and sheep. The mountain precipices, which are almost inaccessible to man, are resorted to by herds of guanacoës, vicunas, and llamas; a great number of llamas are used as beasts of burden in the valley of Titicaca. Fish is very plentiful in the rivers. Vicuna and sheep-wool, together with some hides, are articles exported to foreign countries.

Minerals.—Gold occurs in all the valleys of the Yungas, and is considered abundant in the Tipuani, a tributary of the Beni. Large pieces of native gold are found in rivers. Gold is also found in a mountain near the coast, but it is not worked. The mines of Potosi have, for a long period, supplied more silver than all the other mines of the world, and they are still worked, but it is said with loss. Mines occur in the valley of Titicaca, near Oruro, and west of Potosi, and in some other places. Copper is found in abundance on the surface, near the southern extremity of the valley of Titicaca: the ore is described as very rich, but it is not yet brought to the Pacific, as it will not pay the expense of carriage. Iron and lead occur, but they are not mined.

Population.—The population consists of the Spanish race, Mestizoes, and aboriginals. The latter constitute about three-fourths of the whole, and they are most numerous in the valley of Titicaca, in the Yungas, and on the plains. The native population of the valley of Titicaca consists of Peruvians, who are distinguished by their industry in agriculture, and the rearing of cattle and llamas. They speak the Quichua language. The plains are inhabited by numerous tribes, most of which are comprehended under the names of Moxos and Chiquitos. The Moxos, who are said to have been civilised by the missionaries, who commenced their labours about 200 years ago, have become an agricultural people; they cultivate different kinds of plants and roots, and live in fixed habitations. The Chiquitos appear to have retained their nomade habits. The Chiriguano and Zamucos are independent natives. Of the Spanish race, and of the Christianised aborigines, most of what is said relative to the inhabitants of Peru, applies to Bolivia.

Nothing can be more vague than the estimates of the population, which range from 500,000 to 1,500,000 inhabitants. The area of the departments into which Bolivia is divided has been computed as follows:—

1. Lamar, 30,000; 2. Cinti, 20,000; 3. Tarija, 12,000; 4. Potosi, 40,000; 5. Oruro, 12,000; 6. Chuquisaca, 24,000; 7. Cochabamba, 18,000; 8. La Paz, 65,000; 9. Santa Cruz de la Sierra, 159,000:—Total area, 380,000 square miles. These computations are mere estimates.

The town of Cobija or Lamar contains about 1500 inhabitants, but it is a miserable place: provisions, and even water, are brought to it from a great distance.

Tupiza, on the road leading from Buenos Ayres to Potosi, has about 5000 inhabitants, with some silver mines in the neighbourhood. Cinti has about 2000 inhabitants, and traffic in wine and brandy.

Potosi, the capital of the department of Potosi, is built on the declivity of the Cerro de Potosi. The town is situated at nearly 13,000 feet above the level of the ocean, and has about 30,000 inhabitants. About 250 years ago, it is said to have contained about 100,000 inhabitants. The streets are narrow and steep, but the houses are substantial. The surrounding country is destitute of vegetation. The mines are above the town, and elevated about 15,000 feet above the sea.

Oruro, situated in the valley of Titicaca, about 12,000 feet above the sea-level, and contains about 6000 inhabitants, engaged chiefly in working the silver mines in the neighbourhood.

Chuquisaca, is the seat of the general government of Bolivia. It is built in a beautiful valley, 9000 feet above the level of the sea. It has a cathedral and several substantial buildings, about 25,000 inhabitants, several institutions for education, including a university and mining school. Two roads lead from this town to the valley of Titicaca, that of Levichuco to Oruro, and that of Tolapalca to La Paz; the latter leads over a pass 14,375 feet above the sea.

Cochabamba is situated in a valley on the banks of a small river. Oropesa, has 16,000 inhabitants, and has manufactures of cotton and glass.

La Paz is situated in a narrow valley, many hundred feet below the level of the valley of Titicaca, on the banks of the Rio Chuqueapo. It contains about 20,000 inhabitants, and is the most trading town in the republic. A road over the pass of Gualillas (14,200 feet above the sea) leads from La Paz to the coast of Peru, and another over that of Pacuani (15,226 feet high) to Cochabamba and Oropesa. By these roads European commodities are brought to the countries east of the Andes, and gold and bark are exported by those routes.

San Lorenzo de la Frontera, situated on the banks of the Guapahi, is not far from the old town of Santa Cruz de la Sierra: it has about 4000 inhabitants, of whom about 1500 are of European race.

The great difficulty and expense of carrying commodities over the Andes to the populous districts of Bolivia, separated from the Pacific, had compelled the inhabitants to become their own manufacturers. Cottons and woollens are manufactured; tanneries are also numerous. There are also some glass-works, and manufactories of hats, cloth, &c.

We can say little of the government or statistics of this country. The executive, administrative, and legislative government differs little from that of Peru. Our observations on, and accounts of, the climate of Peru, apply as nearly as possible to Bolivia.—(See also the most recent maps of both countries.) Bolivia is a region of great natural advantages, which require only a thrifty, industrious, and skilful population to render its eastern provinces, especially, one of the most productive countries in South America.

CHAPTER XII.

CHILE.

CHILE extends along the Pacific from about 25 deg. to 41 deg. 50 min. south latitude; the island of Chiloe is separated from the continent by the straits of Chacao, and extends to 43 deg. 30 min. south latitude. Chile lies between 69 deg. and 72 deg. west longitude; from south to north its length is about 1170 miles, its breadth varies from 100 to 200 miles.

On the north Chile is separated from Bolivia by a desert, the boundary-line on the coast of the Pacific is near the village of Paposo.

The Andes, the highest part of which constitutes the eastern boundary-line of Chile, together with the high mountain masses which form the western declivity of the Andes, occupy a great part of the area of Chile; north of the Cuesta de Chacabuco, there are valleys between lofty ridges similar to the valleys of Peru; south of that there are extensive plains, and few ridges of hills except along the coast, where the highlands are almost continuous.

The western declivity of the Andes is abrupt and intersected by ravines, through which the rivers descend with impetuosity. The parts fit for cultivation are limited to where these ravines change into vales or plains. Southward the lower declivities are covered with fruit, northward they are generally bare and rocky.* There are silver mines, but few of them are worked. The hilly country is, in many parts, sandy or rocky, without any vegetation excepting some patches of cactus and coarse grass. The crops of maize in the mountain districts are said not to be sufficient for the inhabitants, who derive their chief means of subsistence from the labour in, and produce of, the silver and copper mines, and partly also from the fruits of the upper valleys. The plains, in most parts, afford good pastures. Some districts are fit for agriculture, and the remaining portions are sandy flats. The arable districts of Chile supply the countries of South America on the Pacific with grain, and the pastures with jerked beef and hides. The undulated country between the plains and the sea is, in many parts, covered with stunted trees; but grapes, and other delicious fruits, are also grown in the hilly countries.

Rivers.—The rivers of Chile, north of the Maypù, bring down little water; none are navigable; they serve, however, the important purpose of irrigating the lands. South of the Maypù, in 34 deg., the rains fall in sufficient quantities, and the rivers, though deeper, are not used for irrigation. The River Maule is navigable for vessels drawing about seven feet of water; it is navigable for river barges for about twenty miles. The Biobio, the largest of the rivers of Chile, flows a course of nearly 200 miles; at its mouth it is two miles wide, but too shallow for large vessels to enter. It is navigable for river craft to Nacimiento, about 100 miles from its mouth. The River Callacalla is deep enough for large vessels to enter its mouth. There are no large lakes of any importance in the valleys and plains. In the Andes there are some lakes, but, as far as known, the largest is not more than fifteen miles in length.

Climate.—Extending from north to south for sixteen degrees, and with a very irregular surface, the temperature of the climate of Chile is consequently

*In the narrative of the United States Exploring Expedition, Captain Wilkes observes—"On approaching the coast of Chile, every one is anxious to get a sight of the Cordilleras. There are only two periods during the day in which they can be seen to advantage, viz., in the morning before sunrise, and in the evening at sunset. The first is the most striking view. The outline is at that time of a golden hue, and may be easily traced, in a long line, running north and south. This gradually brightens, and is lost the moment the sun is seen. The evening view gives rise to disappointment. The mountains are seen at a great distance (eighty miles in a bird's flight), reflecting the setting sun, and, in consequence, appear much lower than is anticipated."

variable. In the valleys, especially in that of Copiabo, years pass over without rain falling. Further south showers occur only during three or four years, after which a rainy season drenches these southern valleys. In Aconcagua still further south, the number of rainy days do not generally exceed fourteen to twenty-one. South of the River Maypú rain falls sufficient for the cultivation of grain. At and near the River Biobio, rain falls regularly in winter, otherwise the sky is cloudless during six or seven months of the year; south of that river the rains are irregular, and fall heavily. The regions where rains fall are covered with forests; many of the trees afford excellent timber. In the arid regions, a few shrubs, stunted trees, and cactus, are the chief natural products.

The vegetable productions cultivated are similar to those of southern Europe. Maize is cultivated in the northern parts of Chile; wheat and barley are generally grown in the southern plains; and wheat and flour are exported to Peru and other places. Grapes, fruits, and such vegetables as are common in southern Europe, are produced abundantly in the valleys as far south as the River Biobio. The wines, of tolerable quality, are made for home use. Timber is exported from Chile and other parts.

The pastures of the southern provinces feed large herds of cattle; jerked beef, tallow, hides, and live stock are exported. Guanacoos and llamas abound in the northern provinces.

Minerals.—Gold is found in the sands of the rivers. It was formerly, but not at present, collected. Silver mines exist in the Andes, south of 33 deg.; north of that parallel they are numerous in the ridges between the valleys. In the arid and sterile desert between the valleys of Copiabo and Huasco, they are worked to a considerable extent. Copper ore abounds in the same region, and is imported into England, chiefly into Swansea to be smelted. Lead and iron exist, but they are not worked. In the country on the northern banks of the River Biobio there are extensive coal-fields partially worked. Salt is made from the water of a salt lake; it is also imported, partly from Peru, by sea, and from the native tribes of Patagonia, who make it from the salt lakes of that country.

Population.—The population of Chile consists of the descendants of the Spaniards, and aboriginal tribes. All the inhabitants, north of the River Biobio, are of European race, with scarcely any mixture of Indian blood. The aboriginals occupy almost exclusively the country south of the River Biobio. South of the Biobio the inhabitants known under the name of Araucanians, have preserved their independence in defiance of the Spaniards. They derive their subsistence chiefly from cultivating maize, potatoes, beans, and vegetables; and they rear large herds of cattle and horses. During the war of independence they made destructive inroads upon the country north of the Biobio; a successful war was afterwards carried on against them, which ended in a peaceful agreement.

As no census, that we know of, has been ever taken of the population, we can only state, that by an estimate made some years ago, the population was stated at 1,200,000 souls. The present population is considered to exceed 1 300,000 souls, exclusive of the Araucanians.

CHILE is divided into eight provinces, the area of which is estimated in square miles as follows:—Coquimbo, 48,000; Aconcagua, 14,000; Santiago, 12,000; Colchagua, 15,000; Maule, 12,000; Concepcion, 18,000; Valdivia, 40,000; Chiloe, 11,000: total area, 170,000 square miles.

Towns.—Copiabo, in the valley of the same name, about forty-five miles from the sea, has nearly 3000 inhabitants. Its port on the coast is bad, as the surf rolls in heavily, and the landing is very difficult; copper, copper ore, and silver are laden at this port, which has a village with about 1100 inhabitants. Ballenar, in the valley of the River Huasco, about forty-five miles from the sea, owes its rise to some silver mines in the neighbourhood. It contains about 7000 inhabitants, and takes its name from Ballenagh in Ireland, the birth-place of the family of O'Hig-

gins. La Serena, or Coquimbo, the capital of the province of the same name, is situated in the valley of the same name, about seven miles from the sea; it contains nearly 8000 inhabitants, and exports silver and copper ore; the harbour which is at the mouth of the river, is one of the best on this coast. Illapel, with about 1500 inhabitants, is situated in the neighbourhood of copper mines.

CONCEPCION, about two miles from the bank of the Biobio, and six miles from its mouth, was once the capital of Chile. It has been repeatedly destroyed by earthquakes, and devastated by the invasion of the Araucanians. Since its destruction by the great earthquake of 1835, it is nearly all in ruins. Timber and cattle are exported. Valdivia, the capital of the province of the same name, has an excellent harbour, well fortified, and contains about 2000 inhabitants.

The ISLAND OF CHILOE is about 100 miles long, and, on an average, forty miles wide. The western shores of the island are rocky masses rising abruptly from the ocean to the height of 1500 or 3000 feet. The eastern shores are of moderate elevation, and in their natural state covered with forests among which are magnificent timber-trees. Rocky islands are scattered over the Gulf of Anud, most of which are inhabited; Quinchao and Lemuy are populous. The inhabitants of the settlements of Calubco and Carelmapú are chiefly Indians, few in number, and occupied chiefly in cultivating timber. The majority of the inhabitants of Chiloe and of the adjacent islands are aborigines. The whole population of the province of Chiloe in 1832, amounted to 43,000. They export timber, wheat, hams, &c. The shores and bays abound in varieties of excellent fish. The shellfish is described as delicious.

SAN CARLOS is the capital of the province of the same name, with a good harbour, and about 4000 inhabitants.

Manufactures.—The facility with which foreign manufactured goods can be imported into Chile has wisely discouraged the establishment of any important manufactures. A large portion of the population, however, wear home-made stuffs, especially woollen; the importation of British manufactures is increasing; steamboats from England ply along the coast of Chile; but under the Spanish rule the coasting trade was discouraged.—(See Statistics and Trade of Chile hereafter.)

In 1810, the population of Chile rose against Spain, they were defeated in 1814 at Rancagua by General Osorio, and obliged to submit to their former rulers. In 1817 San Martín, with an army from Mendoza, gained the battles of Chacabuco (1817) and Maypú (1818), the result of which was the independence of the country. The constitution then adopted is still considered the fundamental law, and formed on the principle of a centralised government. The executive power is vested in a supreme director. The legislature is composed of a senate and a house of representatives. The senate consists of twenty members at the most, and every 15,000 inhabitants sends a member to the house of representatives.

DESCRIPTIVE SKETCHES OF CHILE AND VALPARAISO: SANTIAGO COPPER MINES.

VALPARAISO has increased in population, extent, and importance within the last twenty years, and has become the great sea-port of Chile and the western coast. Its harbour is inferior to others on the coast, yet it is the nearest and most convenient port to Santiago, the capital.*

* Captain Wilkes observes, "The northers are greatly dreaded, although I think without much cause. One of them, and the last of any force, I had myself experienced in June, 1822 (whilst in command of a merchant vessel). In it eighteen sail of vessels were lost. But since that time vessels are much better provided with cables and anchors, and what proved a disastrous storm then would now scarcely be felt. I do not deem the bay so dangerous as it has the name of being. The great difficulty of the port is its confined space, and in the event of a gale, the sea that sets in is so heavy, that vessels are liable to come in contact with each other, and to be more or less injured. The port is too limited in extent to accommodate the trade that is carried on in it. Various schemes and improvements are talked of, but none that are feasible. The

Captain Wilkes says,

"I have had some opportunity of knowing Valparaiso, and contrasting its present state with that of 1821 and 1822. It was then a mere village, composed, with but few exceptions, of straggling ranchos. It has now the appearance of a thickly settled town, with a population of 30,000, five times the number it had then. It is divided into two parts, one of which is known by the name of the Port, and is the old town; the other by that of the Almendral, occupying a level plain to the east. Its location is by no means such as to show it to advantage. The principal buildings are the custom-house, two churches, and the houses occupying the main street. Most of the buildings are of one story, and are built of adobes or sun-dried brick. The walls of the buildings are from four to six feet thick. The reason for this mode of building is the frequent occurrence of earthquakes. The streets are well paved. The plaza has not much to recommend it. The government-house is an inferior building. Great improvements are now making, and many buildings on the eve of erection.

"They are about bringing water from one of the neighbouring springs on the hill, which, if the supply is sufficient, will give the town many comforts. On the hills are many neat and comfortable dwellings, surrounded by flower-gardens. These are chiefly occupied by the families of American and English merchants. This is the most pleasant part of the town, and enjoys a beautiful view of the harbour. The ascent to it is made quite easy by a well-constructed road through a ravine. The height is 210 feet above the sea. The east end of the Almendral is also occupied by the wealthy citizens. The lower classes live in the ravines. Many of their habitations are scarcely sufficient to keep them dry during the rainy season. They are built of reeds, plastered with mud, and thatched with straw. They seldom contain more than one apartment.

"The well-known hills to the south of the port, called the 'Main and Fore Top,' are the principal localities of the grog-shops and their customers. These two hills, and the gorge (*quebrada*) between them, seem to contain a large proportion of the worthless population of both sexes. The females, remarkable for their black eyes and red 'bayettas,' are an annoyance to the authorities, the trade, and the commanders of vessels, and equally so to the poor sailors, who seldom leave this port without empty pockets and injured health.

"It was difficult to realise the improvement and change that had taken place in the habits of the people, and the advancement in civil order and civilisation. On my former visit, there was no sort of order, regulation, or good government. Robbery, murder, and vices of all kinds, were openly committed. The exercise of arbitrary military power alone existed. Not only with the natives, but among foreigners, gambling and knavery of the lowest order, and all the demoralising effects that accompany them prevailed.

"I myself saw on my former visit several dead bodies exposed in the public squares, victims of the *cuchillo*. This was the result of a night's debauch, and the fracas attendant upon it. No other punishment awaited the culprits than the remorse of their own conscience.

"Now, Valparaiso, and indeed, all Chile, shows a great change for the better; order reigns throughout; crime is rarely heard of, and never goes unpunished; good order and decorum prevail outwardly everywhere: that engine of good government, an active and efficient police, has been established. It is admirably regulated, and brought fully into action, not only for the protection of life and property, but in adding to the comforts of the inhabitants."

depth of water opposes an almost insuperable obstacle to its improvement by piers. The enterprise of the government, and of the inhabitants of Valparaiso, is, I am well satisfied, equal to any undertaking that is practicable.

"From the best accounts, I am satisfied that the harbour is filling up, from the wash of the hills. Although this may seem but a small amount of deposition, yet after a lapse of sixteen years, the change was quite perceptible to me, and the oldest residents confirmed the fact. The anchorage of the vessels has changed, and what before was thought an extremely dangerous situation, is now considered the best in the event of bad weather. The sea is to be feared rather than the wind, for the latter seldom blows home, because the land immediately behind the city rises in abrupt hills, to the height of from 800 to 1500 and 2000 feet."

The Chilians, when compared with other South Americans, love their country, and are fond of their homes. The people are attached to agriculture, and the lower orders are better disposed towards foreigners than in the other Spanish republics. Schools and colleges have been established, and a desire to extend the benefits of education throughout the population is evinced.

The shops are well filled with articles of English, American, and French manufacture. The markets are abundantly supplied. There are no market-gardens in the vicinity of Valparaiso, and most of the vegetables are brought from the valley of Quillota, in panniers, on the backs of mules; grass or clover is brought to market on horseback, which almost covers both horse and rider.

SANTIAGO.—The elevation of Santiago above the sea is 1591 feet, and stands on the third step or plain from the coast. Its entrance is through avenues between high adobe walls.

The Cordilleras have at all times an imposing aspect when seen from the neighbourhood of Santiago, and their irregular outline is constantly varying under the effects of light and shade. Santiago is surrounded by orchards, gardens, farms, and grazing-grounds. The city being enclosed by high adobe walls, gives it a gloomy appearance until entered, when the streets have a fresh and clean look—it is laid out in squares. The streets are paved, and have side-walks. This clean appearance is owing to a law obliging the inhabitants to whitewash their houses and walls once a year, and to the white contrasting with the red-tiled roofs. The houses are mostly one-story high, built round a court or square, from twenty to forty feet wide, round which the rooms are situated. The roof projects to form a kind of piazza or covered way. The gateway is usually large, and the rooms on each side of it are not connected with the rest of the building, but rented as shops. Opposite to the gateway is the centre window, guarded by a light and ornamental iron frame, painted green or richly gilt. The court is usually paved with small pebbles from the bed of the Mapocho, arranged fancifully: in many cases, the courts are laid out in flower-plats, with roses and geraniums.

The River Mapocho runs through one portion of Santiago, and supplies it with water. In the centre of the city is the great plaza, where the public buildings are situated. These are built of a coarse kind of porphyry from the mountains; the cathedral and palace each occupy one side; in the centre is a fountain, with several small statues of Italian marble. All the public buildings are much out of repair, having been damaged by earthquakes.

The cathedral is a large edifice—its altar is decked with gold and silver. There are within it paintings and hangings, among which is a large number of trophies, taken in the wars. The niches are filled with wax figures of saints, and there are also *“the remains of two martyrs of the church, in a tolerably good state of preservation.”*

The palace, originally built for the viceroy, is now appropriated to the accommodation of the president and the public offices. On the side opposite to the palace is a colonnade, not yet finished, intended to occupy one whole side of the plaza. Under its portico are fancy and dry goods shops, and between the columns various trades, or lace and fringe-makers work. In the evening it is resorted to by females, with large flat baskets, vending shoes, fruit, and fancy articles; others are cooking cakes, and the whole portico is lighted up, and much resorted to.

The mint occupies a square; it has never been completed, and has suffered from earthquakes. The operation of coining is in the rudest form. Both rolling and cutting are done by mule power.

The public library contains several thousand volumes, which formerly belonged to the Jesuits, and many curious manuscripts relating to the Indians.

The amusements are chiefly the theatre and chingano, and it is called a quiet city. The siesta is daily indulged in; even the shops are shut in the afternoon, and the city is as quiet as midnight. Towards the cool of the evening, the aborigines resort to the alameda, a beautiful walk, well shaded, about a mile in extent, along one bank of the river. It is planted with a double row of poplar trees. Streams of water are constantly running on each side of the walk; within a few yards of each stone seats are placed, which are at times filled with a well-dressed population.

The markets are well supplied; there is one near the banks of the Maypocho which covers an area of four or five acres, and is surrounded by a low building with a tile-roof, supported by columns, under which meats of all kinds are sold. In the centre are sold vegetables, fruits, flowers, poultry, and small-wares; the market-women are seated under awnings, screens, and large umbrellas, to keep off the sun. The market is clean.

The average price of a horse is twelve dollars, but some that are well broken are valued high.

The climate of Chile is justly celebrated, that of Santiago is delightful; the temperature is usually between 60 deg. and 75 deg. The country round is extremely arid, and were it not for its mountain streams, which afford the means of irrigation, all Chile would be a barren waste for two-thirds of the year. Rains fall only during the winter months (June to September), and after they have occurred the whole country is decked with flowers; the rains often last several days, are excessively heavy, and during their continuance the rivers become impassable torrents. At Santiago the climate is drier and colder, but snow rarely falls; on the ascent of the Cordilleras, the aridity increases with the cold; the snow was found much in the same state as at Terra del Fuego, lying in patches about the summits. Even the high peak of Tupongati was bare in places, and to judge from appearances, it seldom rains in the highest regions of the Cordilleras, to which cause may be imputed the absence of glaciers.

CHAPTER XIII.

PATAGONIA AND THE SOUTHERN ISLANDS.

PATAGONIA, together with the islands of the straits south to Cape Horn, extends from the mouth of the Cusu Leubu, or Rio Negro, in 39 deg. south latitude to Cape Horn (55 deg. 54 min. south latitude), a distance of about 1180 miles, and between 64 deg. and 76 deg. west longitude; in breadth between 420 and 200 miles. On the north it is separated from the Argentine Republic by the River Negro. On all other sides it is surrounded by the ocean.

Along the Pacific the Patagonian Andes occupy the surface from thirty to forty miles from the sea. The climate of this region is excessively wet, and the rains fall during the greater part of the year. Strong westerly gales occur frequently. The rains prevent both excessive cold or heat. The mountain region is generally covered with forests except along parts of the shores of the Pacific. The vegetation is luxuriant north of 48 deg., and stunted further south. The remainder of Patagonia consists chiefly of plains, which slope gradually from the Andes towards the Atlantic, and which, owing to the want of rain, are described, but not on what we consider good authority, as little else than a

desert. Gales from the west prevail; the winters are severe; shrubs and coarse grass constitute the principal vegetation.

The Patagonians live on their horses and on the wild cattle, which abound in the northern districts, and on the guanaco, caviar, armadillos, and emus, which abound in the more fertile pastures. There are pumas and wolves, and along the coast of the Atlantic seals and sea-lions. Fish is abundant in the inlet of the western coast; salt-lakes, or lagoons, are found along the eastern shores.

The plains on the continent, as well as on King Charles's Southland, are inhabited by the Patagonians, a race of men described as of enormous size, though modern travellers have not found them to be such giants as they were described by some older voyagers; their average height seems to be about six feet or somewhat more. They lead a nomadic life, and travel rapidly from one extremity of the country to the other. They are divided into four tribes: the Chulian, living near the Andes, the Moluche, who occupy the interior, and the Pehuelche, who live along the coast. The Tehuelche inhabit the plains adjacent to the Straits of Magalhaens.

The south mountain region is inhabited by the Fuegians, a race of a short stature varying in height from four feet ten inches to five feet six inches. They live by fishing in the inlets, and pass most part of their lives in small canoes.

CHAPTER XIV.

BUENOS AYRES, OR ARGENTINE REPUBLIC.

THE federal republic, called on its formation the *Argentine Republic*, including Monte Video and Paraguay, named also the provinces of La Plata, from the wide estuary of that name, lies between 21 deg. and 41 deg. south latitude, and 53 deg. 30 min. and 72 deg. west longitude. Along the meridian of 66 deg. west longitude they extend from south to north about 1120 miles, and in the parallel of 34 deg. south latitude, about 880 miles from east to west. On the south, the River Cusu Leubu, or Rio Negro, forms the boundary line between these provinces and Patagonia. On the east they are bounded by the Atlantic Ocean from the mouth of the Rio Negro north to Brazil, which extends along the northern line as far west as the River Paraguay (58 deg. west longitude), and west of that river by the republic of Bolivia. The principal range of the Andes extends along the western frontier separating the Argentine Republic from Bolivia and Chile.

When these countries became independent of Spain, they formed a federal union. Since that time they have broken up into separate republics.

The REPUBLIC OF BUENOS AYRES extends, it may be said, along the Atlantic Ocean from Rio Negro on the south, to the mouth of the Rio de la Plata; and along the whole southern shores of its estuary, and also along the southern banks of the Paraná as far as the Arróyo del Medio, a river which separates it from Santa Fé. The western boundary runs from the mouth of the River Neposta, in a north-eastern direction to the western extremity of the Sierra del Velican, and thence it continues north to about 61 deg. longitude to the fortress of Cruz de Guerra (35 deg. 30 min. south latitude), and thence to the fortress of Melinqué (33 deg. 42 min. south latitude). This boundary separates Buenos Ayres from the territories of the Southern Indians. A line from Melinqué to the Arróyo del Medio, forms the boundary-line between the republics of Buenos Ayres and Santa Fé. The area within these boundaries is estimated

at about 75,000 square miles. But this estimate is a vague calculation, and the limits of Buenos Ayres, from the disturbed state of the country, are not settled.

The northern part includes a portion of the Eastern Pampas; the surface of the whole country is nearly flat, diversified by slight undulations. A very large portion of this state has a fertile soil for arable culture or pasturage; a tract south of the Rio Salado is low and covered with swamps, or lakes. The most southern portion comprehends the Sierra del Vulcan, and the south-eastern extremity that of Ventana. The plain between these ranges is said to be fit for arable culture. No part of it is cultivated. The climate of the northern portion is mild; ice is seldom formed. In summer the thermometer rises to about 90 deg. The north winds which prevail are as disagreeable as the sirocco of Italy. The south-western winds, or pamperos, blow furiously, sometimes accompanied by thunder and lightning. In the southern districts the climate is nearly as severe as in above 50 deg. north latitude in Europe, but it is healthy. Both regions have sufficient rain for vegetation: the rains fall most abundantly before the setting in of the cold weather in April and May.

Cattle and agricultural products form the chief sources of wealth. The number of black cattle that pasture on the pampas is stated to exceed one million. Hides, hair, and horns are exported, and also tallow, and jerked beef. The hides weigh from fifty to sixty pounds on an average. Horses are numerous, and, as well as mules and asses, are exported. Of late the breed of sheep has been improved, and wool constitutes an article of export. The cultivation of the ground was formerly so much neglected, that corn and flour were imported, but some wheat has been exported to some amount.

BUENOS AYRES, the capital, is situated on the south shores of the La Plata, nearly opposite the mouth of the River Uruguay, on level ground, and several feet above the water. Vessels of moderate size may sail up the river as far as the town, but they cannot approach it on account of shoals which intervene between the shores and the deep water. The city is regularly laid out: the streets intersect each other at right angles. Nearly all the streets are now paved with granite. The houses are low, few of them having more than one story, and the town covers at least twice the area of an European city with the same population. The public buildings which have any architectural pretensions are the churches; but most of them are unfinished. The town is badly provided with water; that which is in the wells is brackish, and those inhabitants who can afford the expense have tanks, in which the rain-water is collected from the roofs of the houses. Many of the houses have small gardens attached, and have European or United States articles of furniture. The water of the river is good, but there are no means of bringing it to the town. Water-carriers retail it to the lower classes. The population, about 80,000 souls, is composed almost entirely of the Spanish race; the number of mulattoes is small, that of the negroes still less. No manufactures are carried on. Buenos Ayres is the seat of government, has a university, an observatory, a public library, and some scientific institutions. The English and Scotch have places of worship, and a burial-place. The trade of Buenos Ayres is considerable, as it is the principal place whence the productions of the provinces of La Plata are exported to foreign markets, and through which they are provided with foreign merchandise.—(See Statistics of Buenos Ayres hereafter.)

The population of the whole province probably does not much exceed 200,000. The great disproportion between the population of the capital would be remarkable, were it not that there is not probably one acre in one thousand under arable culture: all the remainder fit for agriculture being used as pasture. The executive power is vested in the governor, or captain-general, as he is styled,

who is elected for five years. He is aided by a council of ministers, appointed by himself, but responsible to the Junta, or Legislative Assembly, of the republic by whom he is elected. The junta itself consists of forty-four deputies, one-half of whom are annually renewed by popular election. But under Rosas all constitutional government has been reversed; the public press, except two vile journals under his direction, has been suppressed.

The south-western Indian country is very little known, but it is said to be more undulated than the *pampas*. Between the Andes and the plains, there extends a hilly country from 100 to 110 miles in breadth; and an undulated country with woods, and stretches thence to the centre of the plains to the purely pasturage or pampas region, which extends to the country of clover, weeds, and thistles. West of Buenos Ayres, the Guacho and his herds of wild cattle, inhabit these rich pastures. Sulphur is abundant there, and coal is said to exist; rock salt is found.

The REPUBLIC OF ENTRE RIOS, is situated between the rivers Uruguay and Paraná, west of Uruguay. On the north it is divided from the republic of Corrientes by the Mocoreta and by the Sarandí. Estimated area 32,000 square miles. The southern portion is an alluvial plain, annually inundated. To the north, the country is undulated and swampy. A considerable part is prairies, which affords good pasturage on which herds of cattle and horses abound; hides, horns, tallow, and jerked beef, are exported. Cultivation is limited to a few places. The climate is temperate and salubrious. This republic only requires to be relieved from anarchy to become a most productive region.

BAJADA DE SANTA FÉ, the capital, on the banks of the Paraná, contains about 6000 inhabitants. Concepcion de la China, on the Uruguay, has 2000 inhabitants.

The REPUBLIC OF CORRIENTES extends from the boundary-line of Entre Rios to the Río Paraná, which separates Corrientes from the republic of Paraguay. Estimated area about 20,000 square miles. The southern portion is undulated, partly wooded, and fertile. The northern parts are swampy, and comprise the Lake Yberá. The climate is warm. Cotton, sugar, and indigo are grown. Maize is the common grain. *Seta silvestre*, a kind of silk made by a species of caterpillar, is used for making coarse stuffs. Agriculture is little attended to; some cotton and tobacco are exported.

CORRIENTES, the capital, near the confluence of the rivers Paraná and Paraguay, it has 4500 inhabitants, and some trade.

The REPUBLIC OF MISSIONES, situated between the rivers Paraná and Uruguay extends to the boundary of Brazil. Surface is undulated; the soil is fertile. It was the principal seat of the *Misiones*, established by the Jesuits among the Guaraní Indians formerly. The population once estimated at near 100,000 inhabitants, is at present about 10,000. The climate is warm; the country produces rice, maize, tobacco, sugar, and cotton, but it is now nearly a wilderness. Estimated area about 7500 square miles. Entre Rios, Corrientes, and the Misiones constitute, geographically, one country; and it was a descent to the ridiculous to have formed these into separate governments.

The REPUBLIC OF SANTA FÉ lies on the western banks of the Paraná, and comprehends the region between that river and the Río Salado. On the south it is bounded by the Arroyo del Medio. On the west, a desert separates it from Cordova; and on the north it extends towards the Laguna Salados de los Porongos, and the deserts of the Gran Chaco. The surface of the country is a plateau, from forty to sixty feet above the level of the Paraná, partly covered with the coarse grass and thistles of the pampas, and partly with low mimosa trees. It is said scarcely ever to rain in this country. Cattle and horses consti-

tute the wealth of the people. The River Tercero, or Carcaranal, which joins the Paraná at Fort St. Espiritu, is navigable. In the northern districts there is a small tribe of Guaycurus, in a state of independence.

SANTA FÉ, the capital, has about 4000 inhabitants. Rosario is a considerable place, built on the high banks of the River Paraná.

The REPUBLIC OF CORDOVA lies west of Santa Fé. An uninhabited country separates it on the east from Santa Fé. On the north it is separated from the republics of Santiago del Estero and Catamarca by the Travesia de Ambargasta and the Great Salinas; on the west by the republic of St. Luis de la Punta. The soil is generally a sandy loam, and not fit for cultivation without irrigation; the rains and the streams supply water for the pastures. Herds of cattle, sheep, and goats, are reared in abundance. Maize is cultivated in the valleys, and a little wheat in several places. The fruit-trees of southern Europe succeed. The eastern portion of the republic is nearly uninhabited and chiefly covered with low mimosa trees.

CORDOVA, the capital, stands on the small River Primero, in a valley about 200 feet below the surrounding plains. It is regularly laid out, well built, and has a cathedral; and a university erected by the Jesuits; the population is about 14,000 souls. Alta Gracia, a neat town near the base of the Sierra de Cordova, contains 4000 inhabitants.

The REPUBLIC OF SAN LUIS DE LA PUNTA lies west of Cordova and extends to the Rio Desaguadero. On the south it is contiguous to the country of the Ranqueles. On the north it extends over the greater part of the *travesia desert*, which borders on the Great Salinas. It is said to be a very poor country. The northern districts are almost uninhabited, and in many places covered with low mimosas; in others, without trees and vegetation, and covered with saline efflorescences or with sand. The southern districts are crossed by rocky ridges. It has a few pasture grounds for cattle and goats. There are some silver mines in the Cerro Solosta, called Las Carolinas, which are worked on a small scale. The climate is dry and hot; rain seldom occurs.

SAN LUIS DE LA PUNTA, the capital, has about 1500 inhabitants.

The REPUBLIC OF MENDOZA comprehends the country west of the Desaguadero de Guanacache as far as the Andes, including the Vale of Uspallata. It extends north to south for about 32 deg. south latitude. This republic is flat, with the exception of the Paramilla eastern range of the Andes. The soil is sandy, with little grass, and occasionally covered with mimosa trees. When irrigated, the soil will yield abundant crops of wheat, Indian corn, and lucerne. Rain and dew are rare, except in the southern districts on the banks of the River Diamante, where more corn may be raised without irrigation. The climate is dry and healthy, though great heat is experienced in summer. It is very favourable to the growth of figs, peaches, apples, nuts, olives, and grapes. There are some silver-mines notwithstanding the Paramilla Range on the side of the Vale of Uspallata. Cattle and horses are not numerous; mules are exported.

MENDOZA, the capital, is near the eastern declivity of the Paramilla Range, 4891 feet above the sea-level, and is a well-built town, with about 12,000 inhabitants. Two well-frequented roads lead from this place to Chile, over the Andes, by the mountain-passes of Uspallata and of Portillo. San Martin, or Villanueva, west of Mendoza, is a thriving place, with about 2000 inhabitants.

The REPUBLIC OF SAN JUAN DE LA FRONTERA extends along the base of the Andes from 32 deg. to 30 deg. south latitude, and includes the northern part of the Vale of Uspallata. The soil resembles that of Mendoza. The climate is healthy, though dry. Both rain and dew are rare; the heat is not

excessive. It is very favourable to fruit, and wine constitutes an article of export.

SAN JUAN, the capital, is situated on the banks of the Rio de San Juan, and is said to have a population of 8000. It has some export trade in the wines and brandies of the country, and in foreign goods for home consumption. A road from it leads to the mountain-pass of Patos, in the Andes, whence it descends into Chile by the Vale of Putaendo.

The REPUBLIC of RIOJA lies principally within the Andes, between 30 deg. and 28 deg. south latitude: it extends over two valleys. The Vale of Guandacol, between the Andes and the Sierra de Famatina, is fertile, and not too warm for the growth of wheat; it has also copper mines; but neither the wheat nor the copper can be brought to market on account of the expense. The inhabitants, who are mostly of Indian origin, hunt the vicuña for its skin. Some silver mines are worked on a small scale.

RIOJA, the capital, not far from the eastern base of the Sierra Velasco, has some trade in the products of the country, and between 3000 and 4000 inhabitants.

The REPUBLIC of CATAMARCA lies further north, extending over some valleys which run south and north, and intersect the mountain-region of the Despoblado, where it is contiguous to the principal chain of the Andes. It appears to contain several fertile valleys between the mountains, in which cattle are reared and corn raised. Cotton and red pepper are cultivated for exportation.

CATAMARCA, the capital, contains about 4000 inhabitants.

The REPUBLIC of SANTIAGO DEL ESTERO lies to the east of the Great Salinas, between 27 deg. and 30 deg. south latitude, and 62 deg. and 65 deg. west longitude. It comprehends two narrow and long cultivable tracts, along both banks of the rivers Dulce and Salado, and vary from one to five miles in width. On the cultivable tracts wheat and Indian corn yield good crops. Cochineal to some extent is collected, as well as honey and wax. The climate is considered to be the hottest in South America. Ponchos, blankets, and coarse saddle-cloths are made and sent to the neighbouring countries.

SANTIAGO DEL ESTERO, the capital, on the banks of the Rio Dulce, contains about 4000 inhabitants. Matara is on the Rio Salado, and from that place downwards the river is navigable for large river-boats.

The REPUBLIC of TUCUMÁN, north of Santiago del Estero, lies between 26 deg. and 27 deg. 30 min. south latitude, and 62 deg. and 66 deg. west longitude. The western districts, which are contiguous to the Sierra Aconquija, are chiefly covered with high mountains, among which there are a few narrow valleys. The mountains are covered with high forest trees, and contain good pasture. There are also some mines of gold, silver, copper, and lead. The central part of the republic extends over the most fertile and best cultivated part of the plain of Tucuman. It is considered the Garden of the Provinces of La Plata. It yields wheat, maize, rice, tobacco, and sugar. The cattle are of large size. Horses and mules are exported. The climate is dry and hot, but healthy. The eastern districts on both sides of the Rio Salado are rather sterile, and there are only a few settlements on the banks of the river. A great number of Indians within this republic speak the Quichua language.

TUCUMÁN, the capital, situated on a plateau, contains about 8000 inhabitants. It has some trade, and exports horses and mules to Bolivia.

The REPUBLIC of SALTA is the most northern of the Argentine republics, and extends over the Despoblado range of the Andes, and the plains which lie between the rivers Salado and Vermejo, south of the mountains. Its boundaries are not

well defined, and its area is supposed to equal that of Paraguay. The few Indians collect some gold, and hunt the vicuñas, alpacas, and chinchilla, for their skins and wool, and bring down ice and salt to the valleys. Near the southern slope of the mountains are the silver mines of San Antonio de los Cobres and of Acay. The elevated valleys produce wheat and maize; the declivities are generally wooded or pasture lands. The valleys along the rivers Salado and Lavayen, produce rice, maize, and tropical fruits, sugar, indigo, cotton, and tobacco. On the banks of the Vermejo cochineal is collected, and the coco-plant is raised; the tree from which the yerba-maté, or Paraguay tea, is obtained, is indigenous. The climate is as various as the productions. On the Despoblado, the weather all the year round resembles winter in England; the low country on the Rio Vermejo suffers from excessive heat. The valleys have a more or less temperate climate, according to their elevation.

SALTA, the capital, is situated in a valley, exposed to inundations; it contains from 8000 to 9000 inhabitants; its commerce is inconsiderable. Jujuy, with about 4000 inhabitants, on the banks of the river of the same name, is a trading place, though the mountain-pass begins here which runs northward to Tupiza, Potosi, and Chuquisaca, and over the Abra de Cortaderas, about 12,000 feet above the level of the sea.

The population of all the Argentine states, or provinces, is vaguely estimated as follows, viz.:—Buenos Ayres, about 210,000; Uruguay, 115,000; Entre Rios, 34,000; Corrientes, 38,000; Misiones, 9000; Paraguay, 400,000; Santa Fé, 17,000; Cordova, 86,000; San Luis, 24,000; Mendoza, 40,000; San Juan, 24,000; Rioja, 19,000; Catamarca, 34,000; Santiago, 48,000; Tucuman, 44,000; Salta, 55,000.

In the southern provinces the inhabitants consist chiefly of the Spanish race. In Paraguay the Misiones and Corrientes, the Guarani Indians, who were civilised by the Jesuits, constitute the great majority of the people. Indian families are settled in Entre Rios, Santa Fé, and Cordova. In the republics north of 28 deg. south latitude, there are Indians who speak the Quichua, or Peruvian, language. A great portion of the region is still the undisputed property of native tribes. Numerous tribes inhabit the Gran Chacó, between the Paraguay and Paraná, and the Rio Solado. The Guaycuru tribe is said to be the most numerous. The Ranqueles, and unknown tribes, inhabit the country south of 35 deg. south, west from Buenos Ayres to the Cordilleras. The pampas Indians are a nomade people, who move over the pastures with their cattle.

The GUACHOS, of Spanish race, are also scattered over the pampas. They are said not to be numerous, and live in huts. They are early trained to ride, and hunt with the lasso. They live on animal food, the produce of their herds and hunting. Their drink is water, are strong, and can endure great fatigue. They are described as hospitable to strangers.

Manufactures.—A few woollen stuffs are made at Santiago del Estero, and sent to the neighbouring countries. British manufactures have hitherto been chiefly used.

Trade.—The internal commerce is considerable, as almost every republic produces something peculiar, which is in demand in the neighbouring countries. It is also facilitated by the level character of the country, and its climate, which is generally dry; the roads, also, are tolerably good. The navigation on the Paraguay River extends north to Brazil, on the Paraná up to the Apipé, on the Uruguay up to the Salto Chico, to which places vessels of 300 tons' burden may ascend. By this inland navigation the products of the northern republics are brought to Buenos Ayres or Monte Video, whence they are exported. But the commerce with the neighbouring republics and to Brazil is unimportant; horses and mules were for-

merly exported in large numbers to Bolivia and Peru; this trade is said to have nearly ceased. The ports of Monte Video and Buenos Ayres engross nearly all the maritime trade.

Government.—The existing government of Buenos Ayres, under Rosas, is a military despotism. Most of the inland provinces, and especially the Guacho inhabitants of the pastoral regions, are, in a great degree, independent.

CHAPTER XV.

THE REPUBLIC OF PARAGUAY.

THE whole of Paraguay and the republic of Monte Video have scarcely at any time, since the revolt and independence of the Argentine Provinces, joined in the federal association of republican states, nominally included in the Argentine Confederation.

Paraguay comprehends the extensive region between the rivers Paraná and Paraguay, and extends from between 21 deg. and 27 deg. 30 min. south latitude, and 54 deg. to nearly 58 deg. west longitude. Estimated area vaguely stated at from 70,000 to 90,000 square miles.

It was discovered by Sebastian Cabot, or Gaboto, in 1526; Alcedo describes it thus;—

“It is of a warm and moist temperature, from the number of woods, lakes, and rivers with which it is covered, and from the various overflowings which are formed between the months of November and April, when the rains are most abundant. It is watered by an infinite number of rivers, the principal of which are, first that of its own name, and then those in the northern parts of Porrudos, Mboteley, Tobati, Ipane Piray, and others of less note; and in the south part, those of Cañabé and Tibiquari, this dividing this province from that of the Río de la Plata of Buenos Ayres.

“The woods are many, and in them grow in abundance sour oranges, citrons, limes, and other wild fruits, of which conserves are made. There are also trees of very good timber, and fine wood, such as cedars, *petoroques*, *urundais*, *tajibos*, and others; of the first they make canoes and slabs, which they carry to Buenos Ayres for vessels and for other uses. In these woods are found a variety of birds and animals, such as rabbits, hares, partridges, wild-boar, deer, and other species of creatures less known, such as *quiriquinchos*, *mulitas*, and *aperiades*; but from the great quantity of neat cattle, the flesh of which is preferred to any other here, none of the above animals are ever hunted; sometimes, however, the inhabitants will hunt geese, which abound in the lakes and the shores of the river, and kill great numbers. Here also breed goldfinches, nightingales, larks, green parrots, long-tailed parrots, others of most beautiful plumage, and peacocks; nor are there wanting ostriches, and birds of prey.”

The Jesuits laboured so assiduously and successfully to convert the Indians, that the greater part of the country came under the power of the former; they extended their dominion over Paraguay, and organised the Indians into a disciplined body of militia, and prevented all persons, both Spaniards and Portuguese, from entering their territories.

From Paraguay and Paraná they drew great revenues; their converts worked for them cheerfully, at stated periods, on their plantations; and the Jesuits not only imported every thing necessary for their people from Europe, but they also sent immense sums to the superiors of their order at Rome. The Indians were care-

fully kept in ignorance of the Spanish language; they were instructed in all sorts of useful arts, and trained to the fatigues of military life. They were formed into large bodies of cavalry and infantry, and well supplied with arms and ammunition: as cavalry, the aborigines were distinguished equestrians:

Many hundred thousands of the native races came under the authority of, and became infatuated subjects to, the Jesuit fathers. But in 1750 the courts of Madrid and Lisbon entered into a treaty for the purpose of definitively fixing the boundaries of their respective possessions in the western world.

Commissions were appointed in 1752, to carry this treaty into execution. The representations of the Jesuits, who secretly thwarted the extension of the Portuguese limits, caused a war between Spain and Portugal, in which the Indians took an active part against the Portuguese. The court of Lisbon, in consequence, or rather the Marquis of Pombal began to entertain suspicions of the real motive of the Jesuits in forming such extensive establishments in America.

Soon after, a trial was instituted against one of the order in France by some of the merchants concerned in speculations at Martinique, which had involved the society in debt. On this trial the *institute* of their order, and their registers, were examined, and found to contain principles and doctrines subversive of monarchy, and of the interests of the kingdom. It was consequently decreed to suppress the order of Jesuits in France. On the year following, the King of Portugal was assassinated, and it was resolved to expel the Jesuits from that kingdom.

This was followed by their expulsion from Spain and Naples, in 1767, and in 1773 Pope Clement (Gangarelli) XIV. totally abolished the society.

They were banished from America soon after, and the *cure* of the native tribes they had converted, was transferred to priests of other orders, but chiefly to the Franciscans, and the government was placed in the hands of civil officers.

On their expulsion from the territories on the banks of the Paraná, there were discovered, in thirty settlements alone, no less than 769,590 horses, 13,900 mules, and 271,540 sheep.

The *presidios*, or garrisons of this province, when under Spanish rule, were nineteen in number, without counting the capital, in which was a body of 350 guardsmen, as well of infantry as of horse.

Besides these, there were boats which plied on the rivers to impede the passes to the infidels, or to surprise and cut off their retreats.

Along the Paraná, and along the Paraguay, north to Angostura, the country is low, marshy, and without fuel. Wooded marshes occur further north. The greater part of the interior country is hilly, and in some parts mountainous. The hills are covered with forests; the valleys and plains are nearly destitute of wood, and afford excellent pasture-ground. The climate is salubrious and temperate. Its rainy season lasts from March to June. The productions are numerous. The Yerba-maté, or Paraguay tea, was, it is stated, exported formerly, to the amount of 8,000,000 lbs. Great quantities of timber are, however, floated down to Buenos Ayres. Tobacco, sugar, and cotton have been also exported. The indigo-plant and caoutchouc-tree grow wild. Exclusive of the navigable Paraguay and Paraná rivers, the River Tibiquari, which traverses the southern districts, is navigable in the greater part of its course.

The Population of Paraguay, according to Azara's Work, published in 1809.

NAMES.	Date of their Foundation.	Souls.	NAMES.	Date of their Foundation.	Souls.
e	years.	number.	y. ars.	number.	
Yta (c)	1636	905	Brought forward		5,638
Yaguaron (s)	1536	2,093	Carimbatay (p)	1700	2,972
Ypane (s)	1538	278	Villarica (t)	1576	1,611
Guarambare (s)	1538	368	Hiaty (p)	1773	832
Aragua (s)	1538	200	Yaca Guazu (p)	1785	866
Alto (s)	1548	809	Boby (p)	1789	437
Adra (s)	1548	972	Aroyoe (p)	1781	1,227
Tobaty (s)	1538	932	Ajor (p)	1788	716
Ytaye (s)	1673	124	Cariv (p)	1770	654
Caasapa (s)	1607	725	Yhutumiri (p)	1783	620
Yuty (s)	1610	674	I uribebui (p)	1640	3,595
ti. Maria de Fe (c)	1592	1,144	Caacup (p)	1770	1,066
Santiago (s)	1602	1,097	S. Roque (p)	1770	723
S. Ignacio Miri (s)	1555	806	Quirepoty (p)	1783	540
S. Ignacio Guazu (s)	1609	864	Pirayu (p)	1769	2,352
Santa Rosa (s)	1698	1,283	Paraguay (p)	1773	507
S. Cosme (s)	1614	1,036	Capiata (p)	1610	2,305
Ytapu (s)	1611	1,409	Ytangua (p)	1728	2,235
Candelaria (s)	1627	1,514	S. Lorenzo (p)	1775	1,720
Santa Anna (s)	1633	1,430	Villeta (p)	1714	3,098
Corpus (s)	1622	2,207	R. molinos (p)	1777	458
Trinidad (s)	1705	1,017	Carapegua (p)	1725	3,346
Jesus (s)	1685	1,185	Quindy (p)	1733	1,894
S. Joaquin (s)	1746	854	Quiquiho (p)	1777	1,130
S. Estanislado (s)	1740	729	Acany (p)	1783	856
Belén (s)	1760	361	Ybicoy (p)	1766	1,500
	1536	7,088	Capucu (p)	1797	659
Luque (p)	1635	3,813	Neembui (t)	1779	1,730
Francia (p)	1718	2,187	Lanrola (p)	1790	621
Lambaré (p)	1766	825	Taquaras (p)	1701	520
Lámpio (p)	1785	1,769	Embosada (m)	1710	840
Concepcion (t)	1773	1,551	Iahapy (m)	1653	614
Yquandiyu (p)	1784	979	Loreto, b.	1555	1,519
Curaguay (t)	1715	2,254			
Carried forward		46,058	Total of souls		92,347
Spaniards inhabiting Indian settlements not comprised in the above					5,133
			Total population in 1809		97,480

NOTE.—The letter (c) indicates city; (t) town; (p) parish; (s) settlement of Indians; (m) settlement of mulattoes or people of colour.

The state of Paraguay is situated on the eastern bank of the River Paraguay, which, with the Bernejo, flows into the Paraná. Aided by Buenos Ayres, Paraguay was freed from Spanish domination.

ASUNSION, the capital, situated near the banks of the Paraguay, has about 10,000 inhabitants, and a considerable trade in the produce of the country. Villa Real de Concepcion, with 4000 inhabitants, lies further north on the Paraguay, and is the place to which the produce of the forests of Yerba-Maté is brought: these forests cover the hills from sixty to eighty miles east of the capital.

The more recent accounts of Paraguay, by Robertson and others, describe the state of cultivation superior to that of the neighbouring Argentine states. White-washed cottages were, says Mr. Robertson, frequently seen among the trees, and around them were considerable fields of cotton, yucca, and tobacco. Indian corn, and sugar-cane, were frequently seen in the vicinity of the farm-houses; and there was abundance of wood and prickly pears, with the latter the cultivated country and paddocks are well provided. The dictator possessed nearly half the country; the savannah, pasture-lands and forests, the estates of the Jesuit missions, and other corporate religious bodies, and many country-houses and farming-establishments, were confiscated and seized by him in the name of the state. It is but justice to say that he sedulously improved all these properties, and rendered them productive. On some parts large cattle and horse farms

were established. He let others at moderate or nominal rents, subjected to be well cultivated. His cavalry was supplied by the pasture farms. Monthly reports of the farms were invariably demanded and received by him. He extended the agricultural operations far beyond annual gatherings of *maté*, or tea, the culture of some tobacco, sugar-cane, and yucca. In 1820 the plague of locusts overran and destroyed eighty leagues of circuit. To avert famine, he compelled the farmers to sow a second crop; the harvest of which was most abundant. By despotic regulations, he extended his agricultural improvements over the whole country. Rice, maize, cotton, culinary vegetables were grown; and the breeding of cattle and horses was extensively promoted. Paraguay tea is as much used in Chile, La Plata, Peru, and Brazil, as China tea in England. He also compelled them to establish manufactories. His government was absolute, though the whole was nominally republican. He allowed of no public debt. If the war between Buenos Ayres and Monte Video were ended;—if those countries were tranquillised, the period will have arrived when a very lucrative trade may be carried on with the fertile region of Paraguay and the countries drained by the Paraná and its affluents. In his day Francia may have, as a dictator, prepared this state for future prosperity.

CHAPTER XVI.

MONTE VIDEO, OR URUGUAY.

THE republic of *Uruguay*, or *Banda Oriental*, extends from the northern coast and banks of the La Plata, to the southern boundary of Brazil. It is but imperfectly explored from the Atlantic to the River Uruguay. This state extends on the west, along the Uruguay River about 300 miles, and on the Atlantic for about 200 miles. The average width, from east to west, exceeds 230 miles. Estimated area 69,000 square miles.

Uruguay has generally an undulating fertile soil, with occasional broken interruptions, and is almost destitute of forest trees. The climate is temperate; it never freezes. Rain falls abundantly during winter, but seldom in summer. Cultivation is neglected for pasturage. Cattle and horses form the wealth of the inhabitants. The articles of export are hides, skins, hair, horns, and jerked beef. Sheep breeding and rearing is almost entirely neglected.

In a Spanish work, which we have quoted, Monte Video is asserted to be favoured by nature, as if it had been selected for the display of fertility and beauty, and not less important on account of its geographical situation, at the mouth of the River La Plata, forty leagues distant from the capital city of Buenos Ayres. Its climate, which has sensibly improved during the last forty years, is temperate and humid; but as that quality is moderated by the invariably dry land winds from the north-west—commonly called *passageros*, because the pass through the open plains of Buenos Ayres—and by its proximity to the ocean, the temperature of its atmosphere is the most healthy possible. In the year 1810, that province numbered a population of from 60,000 to 70,000 souls, including that of the city, which was not less than 20,000. In 1825, however, it scarcely contained from 40,000 to 50,000, that is, 10,000 in the city, and the remainder in the country. There are many inhabited places in it: as, Maldonado, Colonia, Santa Lucia, Camelonos, San Jose, San Carlos, Soriano, and Cerro

Largo, which are all towns; and the villages are Toledo, Pando, Rocha, Penarol, Piedras, San Salvador, Minas, Florida, Porongos, Colla, Bacas, Nivoras, Espinilla, Mercedes, Paisandù, and Hervidera. The decrease of population was occasioned first by the war with Spain, which in that territory was carried on as in no other part of the united provinces; by the civil war which raged there, during the revolution against Spain; and also by the domination of the Portuguese, or Brazilians, from which, being universally detested, the natives have fled in great numbers, emigrating to the other provinces. Monte Video was peopled, little more than about a century ago, by a colony sent from Buenos Ayres. At that time the country was occupied by a multitude of Indians, of whom now only remain the very few who live in the remote parts, known by the name of *Charreacas*. The new colonists found the country abounding with vicuna. Since that time the soil, fertile in all parts, even in the mountains with which it abounds, appears to have been used particularly for grazing, its cattle having continued all along to be the staple branch of the commerce of Monte Video; not only by reason of the exportation of vicuna and horse-hides, but also of salted meat and tallow. Monte Video at one time possessed thirty-three establishments for curing meat; each of them killing at least one hundred head of cattle daily, without that consumption being felt in regard to the vicuna, the multiplication of which race is assisted there by an infinite variety of natural circumstances. Nearly the whole country abounds in excellent pastures, of excellent quality, and fertilised by the irrigation of rivers, rivulets, and springs. At each step the traveller finds himself meeting with streams of pure water, the scenery presents a constant succession of hills, eminences, meadows, wilds, rugged defiles, and mountains. The principal rivers are, the *Uruguay*, *Negro*, *Ybiqui*, *Cebollati*, *Yz*, *Santa Lucia*, *Guegisay*, *Diaman*, *Arapei*, *Guarey*, *Olinar*, *Pardo*, *Tacuari*, *Yguaron*, and *Tacuarembò*. The currents of these rivers are formed by countless streams, "many of them very considerable, which run in all directions, excepting an elevated ridge of land which crosses the whole province, and is called *Cuchilla grande*. Almost all these rivers might be made navigable through the greatest part of their course. Those that are now navigated are the *Uruguay*, *Negro*, *Cebollati*, and *Santa Lucia*."

MONTÉ VIDEO, situated on the north shore of the Rio de la Plata, was founded near its mouth by order of Field-marshal Don Bruno de Zavala, in 1726. "Until 1807 it was a small place, having only one parish and a convent of the order of San Francisco. It had once a house of Jesuits. It is situate on a lofty spot, upon a bay. It has a citadel or castle, which is badly constructed, with four bulwarks and some batteries for its defence—the same is the residence of the governor. The town, which is well fortified with a strong wall and sufficient artillery, is inhabited by more than 10,000 souls, amongst whom are some rich and noble families. The climate is excellent, cheerful, and healthy, the soil fertile and abounding in vegetable productions, and flesh and fish are so plentiful as to cost almost nothing. Its principal commerce consists in the hides of cattle, and these are killed merely for the above perquisites. It is 111 miles east-south-east from Buenos Ayres, in latitude 34 deg. 50 min. 30 sec. south, and longitude 56 deg. 16 min. west." Such is the description of Alcedo.

Few places in Spanish America have experienced a greater change in political consequence and physical energies, since the time Alcedo wrote, than Uruguay. Independently of its wars with Buenos Ayres, it has been rendered famous by the English expedition which visited the Rio la Plata in 1806. It was for some little time in possession of the British troops, and finally evacuated at the beginning of September, 1807.

The town of Monte Video, according to Mr. Mawe, is tolerably well built,

standing on a gentle élévation at the extremity of a small peninsula, and is walled entirely round—

“Its population amounted in 1820 to between 15,000 and 18,000 souls. The harbour, although shoal, and quite open to the *pamperos*, is the best in the Rio de la Plata ; it has a very soft bottom of deep mud. When the wind continues for some time at north-east, ships drawing twelve feet water are frequently aground for several days, so that the harbour cannot be called a good one for vessels above 300 or 400 tons.”

There are but few capital buildings ; the town in general consists of houses of one story, floored with brick, and provided with very poor conveniences. In the square is a handsome cathedral, awkwardly situated ; opposite to it is an edifice divided into a town-house or *cabildo*, and a prison. The streets having no pavement, are clouded with dust or loaded with mud as the weather happens to be, dry or wet. In seasons of drought the want of water is a serious inconvenience the spring which principally supplies the town being two miles distant.

Provisions are cheap and abundant. Beef is plentiful, and, though rarely fat or fine, makes excellent soup. *The pork is not eatable.*

The inhabitants of Monte Video, particularly the Creolians, are described as humane and well-disposed, *when not actuated by political or religious prejudices.* Their habits of life are indolent and temperate. The ladies are generally affable and polite, fond of dress, and neat and cleanly in their persons ; they adopt the English or French fashions at home, but go abroad usually in black, and always covered with a large veil or mantle. At mass they invariably appear in black silk, bordered with deep fringes. They delight in conversation, are vivacious, and very courteous to strangers.

The chief trade of Monte Video consists in hides, tallow, and dried or jerked beef : the two first are exported to Europe, and the latter is sent to the West Indies, especially to the Havannah. The coarse copper from Chile in square cakes, is sometimes shipped here, as well as *maté*, or tea of Paraguay, the infusion of which is as common a beverage in these parts as tea is in England.

The climate of Monte Video is humid. The weather in the winter months (June, July, and August), is at times boisterous, and the air in that season is generally keen and piercing. In summer the serenity of the atmosphere is frequently interrupted by thunder-storms, preceded by terrific lightning, which frequently damages the shipping,—and followed by heavy rain, which sometimes destroys the harvest. The heat is oppressive, and is rendered more so to strangers by the swarms of mosquitoes, which infest every apartment.

The town stands on a basis of granite. The high mount on the opposite side of the bay is crowned with a lighthouse, and gives name to the town.

Barriga Negra is distant about 160 miles north-east from Monte Video, about 120 from Maldonado, and ninety from the town of Minas. The surrounding country is mountainous, well-watered, and partly wooded ; the banks of the streams are covered with trees, rarely, however, of large size ; for the creeping plants, interweaving with the shoots, check their growth and form an impenetrable thicket. In this district are the great breeding estates, many of which were stocked with from 60,000 to 200,000 head of cattle. These are herded principally by Peons from Paraguay, who live in hovels at convenient distances. Ten thousand head are allotted to four or five Peons, who collect them every morning and evening, and drive them once or twice a month into peuns where they are kept for a night. The cattle by this mode of management are tamed ; a vicious beast is never seen among them. Breeding, alone, is attended to ; neither butter nor cheese is made, and milk is scarcely known as an article of food. The constant food is beef, eaten generally without bread, and frequently without salt. This habitual subsistence on animal food would probably engender diseases, were it not corrected by regularly drinking their favourite *ma'té*.

Agriculture.—There is abundance of excellent clay, and plenty of wood near the margin of the rivers, yet it is rare to meet with an enclosure, even for a kitchen-garden, much more so for a corn-field. They generally choose the grounds for tillage by the bank of a rivulet, so as to have one side or sometimes two sides bounded by it; the remainder is fenced in the most clumsy manner. Ploughing is performed by two oxen yoked to a crooked piece of wood about four inches in diameter, and pointed at the end. After the ground has been roughly broken up, wheat is sown, without any attempt to cleanse it from noxious seeds. While it grows up, wild oats, poppies, and other pernicious weeds grow among it in luxuriance. Indian corn, beans, melons, &c., are all treated in a similar way. The wheat is cut down with sickles and gathered into sheaves. A circular pen of from forty to sixty yards in diameter is then formed with rails and hides; in the centre of this enclosure is placed a large quantity of wheat in the straw. The pile is so formed as to have the ears on the outside. A small quantity is pulled down towards the circumference of the circle, and a herd of about twenty mares is driven in, which, being untamed, are easily frightened and made to gallop round. At this pace they are kept by means of whips for four or five hours, until the corn is trodden out of the ears, and the straw completely broken up. Another parcel of sheaves is then pulled down, and a fresh herd of mares is let in, and this operation is repeated until the whole heap is threshed, and the straw is broken into chaff. In this state it is left until the wind happens to rise, and then it is winnowed. It is sewed up in hides, and sent to the sea-ports, where biscuit is baked.

The climate and soil are favourable for the growth of grapes, apples, peaches, and every species of fruit belonging to the temperate zone, but these are not generally cultivated. The potato would thrive abundantly, but the people remain averse to improving their means of subsistence, and seem to wish for nothing beyond the bare necessities of life. The Peons, brought from Paraguay in their infancy, grow up to the age of manhood in a state of servitude, uncheered by domestic comfort; at that period they generally wander in search of employment toward the coast, where money is in greater plenty. They are for the most part an honest and harmless race, though as liable from their condition to acquire habits of gambling and intoxication, as the higher classes: many of whom fall victims to those vices.

Among the many natural advantages which many parts of Uruguay possesses, are the frequent falls in the brooks and larger streams, which might be converted to various mechanical purposes, if the population were numerous and better instructed.

CHAPTER XVII.

THE RIVERS PLATA, PARANA, PARAGUAY, URUGUAY, AND THEIR TRIBUTARIES.

WERE the regions drained by the River Plata, and its great and numerous tributaries, populously settled by an enterprising people, the inland navigation which communicates with the rich soils and products of those vast and extensive regions of the Argentine republics, would render these countries among the most prosperous and powerful in the world.

The PLATA is one of the largest known rivers in South America, after the

Amazon. It was discovered by Juan Diaz de Solis in 1515; who navigated it as far as a small island in latitude 34 deg. 23 min. 30 sec. south, and who, having seen on the shores some cabins, had the boldness to disembark with ten men; when they were all put to death by the aborigines. Five years afterwards, Sebastian Cabot, who, from neglect, passed from the service of the English to that of the Spaniards, was sent to discover the Strait of Magellan. But, finding himself impeded in his views by the disobedience of his crews, was under the necessity of entering the River Plata, which he navigated as far as the island discovered by Solis, and to which he gave the name of San Gabriel. Seven leagues above this island he discovered a river which he called San Salvador, and another at thirty leagues' distance, which the natives called Sarcana; where he built a fort. He then pursued his voyage as far as the conflux of the rivers Paraná and Paraguay, and leaving the former to the west, entered by the second, and had a battle with the Indians, in which he lost twenty-five men; but succeeded in routing them, taking from them treasures of silver, which they had brought from Peru; and, supposing that there was an abundance of this metal in the territories washed by the river, called it Rio de la Plata (River of Silver); whereby it lost the name of Solis, first given it by the discoverer.*

This river receives in its extensive course the water of various other large rivers. It is subject to inundations for many leagues from its banks, fertilising the land in the same manner as the Nile. The distance from the conflux of the Paraguay and Paraná to its mouth, is about 200 leagues by the course of the river. It is interspersed with beautiful islands, and is navigable for large vessels.

The Rio Plata is at its mouth about 150 miles wide; from Cape San Antonio on the south, to Point Negro on the north. From thence to the junction of the Uruguay, it preserves its name, being afterwards called the Paraná. Although the whole of it is navigable, it has many shoals and rocks. Between Point Piedras on the south, and Point Yeguas on the north, it is fifty-three miles wide. The coloured water which it brings down is often visible in the Atlantic about 100 miles from its embouchure. The estuary of the Plata is generally shallow, and the navigation extends along the southern shores, but the channel along its northern shores is sufficiently deep for ships drawing about twenty feet, as far as opposite Buenos Ayres, on its southern shore. Vessels drawing more than sixteen feet of water can seldom approach nearer the town than seven or eight miles; smaller vessels enter the inner roads to within about two miles of Buenos Ayres. The navigation of its gulf, though intricate among the extensive shoals, may hereafter be rendered easy by the aid of steam tug-boats. The tides are perceptible as far as Buenos Ayres, but between Point Las Piedras and Point Yeguas the water is generally fresh.

The PARANÀ rises in the province of Minas Geraes to the south of the city of San Joas del Rey, in some lofty sierras, in Brazil, and flows a course for the estimated distance of more than 1000 miles, receiving innumerable tributaries,* many of them navigable from the north, west, east, and south.

At about 300 miles from its mouth two falls impede its navigation. The country through which it flows is temperate and very fertile.

When the Jesuits were expelled, there were in the thirty settlements of the

* Another version of the origin of the name is given by the Spaniards, who say that Martin de Zonsa, holding the *captainship* of St. Vicent, furnished Alexo Garcia, a Portuguese, with an escort to explore the wilds to the west of Brazil. By the route of the Tieté, he reached the Paraguay, which he crossed, and penetrated into the interior. He returned, it is said, loaded with silver, and some gold; he halted on the Paraguay, waiting for his son, with some of his people, and sent at the same time to Brazil an account of the discovery. He was surprised by a body of Indians, who killed him and took his son prisoner. The following year, sixty Portuguese, who were sent in search of Garcia, were also massacred. The Spaniards who first settled on this river, seeing so much silver amongst these Indians, and supposing it to be the produce of the country, called the river La Plata.

Paraná and Paraguay, 769,589 horses, 13,905 mules, and 271,537 sheep. The government, arts, and manufactures, which were instituted in this territory by the Jesuits were considered by the Spaniards as a problem not to be solved, whether it should prove the perfection of a republic, or that it should be looked upon as a tyrannical despotism eager only for its own interests, and the establishment of absolute power. (See the "Christianismo felice" of Muratori, and the collection of documents for the extermination of the Jesuits, printed by order of the Spanish government.)

The Paraná, which the first discoverers considered as the chief, on account of its abundant waters, joins the Paraguay in latitude 27 deg. 16 min.; and their united streams take the name of the Paraná.

The Rio Paraná becomes navigable for vessels of 360 tons' burden at the island of Apipé, about 120 miles above its junction with the Paraguay. Below this junction it is studded with low islands, covered with wild orange-trees and various trees and shrubs: the deepest channel has always from two to three fathoms of water. Before its junction with the Rio Uruguay, it separates into numerous branches, which form a delta. Most of these channels are navigable for boats; that called Parana Guazu has seldom less than two fathoms and a half of water, and that of Las Palmas is the next deepest to Guazu. This river and most of its confluent bring down from the countries within the tropics to the higher latitudes a great volume of water, which inundates the low districts along its banks from February to May. The waters rise in the end of December, and increase gradually to the end of April; they descend to their lowest point in July; along the lower part of the river the inundation rises about twelve feet above the lowest water level, and leaves a slimy deposit which enriches the soil.

The Paraguay River gives its name to the state. It was first navigated by Sebastian Cabot in 1526. It rises in about 13° south latitude.

This great river, from authorities relied on by Mr. Mawe, flows

"In a southern course of 600 leagues before it enters the ocean under the appellation of the Rio de la Plata. The heads of the Paraguay are 270 miles north-east from Villa Bella, and 164 miles north from Cuiaba, and divided into many branches, forming complete rivers; which, as they run south, successively unite and form the channel of this immense river, which is immediately navigable. To the west, a short distance from the main source of the Paraguay, is that of the Syphotuba, which disembogues on its west bank, in latitude 15 deg. 50 min., after a course of sixty leagues. In the upper part of this river, and near its west branch, called the Jurubamba, was formerly a gold mine, which was worked with considerable profit; but the superior advantages derived from others subsequently explored in Matto Grosso and Cuiba, caused it to be abandoned, and its site is not now known with certainty. The little River Cabaral, also auriferous, enters the Paraguay on the west side, three leagues below the mouth of the Syphotuba. On the banks of the latter lives a nation of Indians, called Barbados, from the distinction peculiar to themselves, among all the Indian nations, of having large beards."

The confluence of the Jauru with the Paraguay was considered a point of importance, as guarding the great road between Villa Bella Cuiaba and the intermediate establishments, and in the same manner commanded the navigation of both the rivers, and defended the entrance into the interior of the latter *captainship*. The Paraguay from this place has a free navigation upwards, almost to its sources, about seventy leagues distant, with no other impediment than one large fall.

The boundary mark, which was placed at the mouth of the Jauru by the Portuguese, was, and may, if not destroyed, be still, a pyramid of beautiful marble, brought to this distant point from Lisbon. It bore inscriptions commemorative of the treaty between the courts of Spain and Portugal, by which the respective territories were defined.

The chain of mountains which extends from the sources of the Paraguay, near its east bank, border the river opposite the mouth of the Jauru, and are terminated seven leagues below it by the Morro Excalvado. East of this point all is marsh; and nine leagues below it there flows into the east side of the Paraguay a deep river, called Rio Novo, discovered in 1786. The most distant sources of this river are the rivulets of Santa Anna and Bento Gomez. About latitude 17 deg. 33 min., the western banks of the Paraguay become mountainous at the north point of the Serra da Insua, which, three leagues to the south, makes a deep break to form the mouth of the Lake Gaiba. Six leagues and a half below the mouth of the Gaiba, and opposite the mountainous bank of the Paraguay, is the mouth of the St. Lourenço; twenty-six leagues above this the River Cuiaba enters its western bank: these two rivers are of great length. A tributary, the Itiquira, has been navigated to its heads, from whence the canoes were dragged over land to the Sucuriu, which falls into the Paraná. The tributaries Itiquira and Sucuriu were found to have fewer and smaller falls than the Jaquari.

The navigation to the town of Cuiaba by the river of that name, from its above-mentioned confluence, is short and easy. Three leagues above this place the Guacho-uassu enters the Cuiaba by its eastern bank, and on the same side, seven leagues further, the Guacho-mirim. From this point the river winds in a north-north-east direction, eleven leagues to the Island of Pirahim, and from thence makes a large bend to the east, receiving numerous streams, and passes the town of Cuiaba, which is situated a mile to the east of it. This town is ninety-six leagues to the east of Villa Bella, and the same distance by water from the confluence of its river with the Paraguay. It is large, and, together with its dependencies, contained; in 1807, 30,000 souls. It was then well provided with meat, fish, fruits, and all sorts of vegetables, at a cheap rate. The country is well adapted for cultivation, and has mines. They were discovered in 1718, and were estimated to produce annually, up to 1805, above twenty *arrobas* of gold of extremely fine quality.

Twenty leagues south-west of the town of Cuiaba is the settlement of St. Pedro del Rey, the largest of all the adjacent settlements, and contained, before the reign of Francia, about 2000 inhabitants. The River Cuiaba has its sources 190 miles above the town, and its banks have been cultivated along the greater part of its extent, including fourteen leagues below the town. Four leagues below the principal mouth of the River Porrudos, the Paraguay is bordered by the mountains that separate it from Gaiba on its west bank, and in this place they obtain the appellation of *Serra das Pedras de Amolar*. This is the only part said not annually to be inundated by the floods of the river.

From the Dourados, the Paraguay runs south to the Serras of Albuquerque, where it touches directly on the north point, on which is situated a village of that name. From Albuquerque the Paraguay turns to the south-west. It skirts its Serras, which terminate at the end of six leagues higher up in the Serra do Rabicho, opposite which, on the north bank of the river, is situated the lower south mouth of the Paraguay-mirim. This is an arm of the Paraguay, which, terminating here, forms an island fourteen leagues in length from north to south: it is the usual channel for canoes during inundations. From the mouth of the Paraguay-mirim the river takes a southerly direction to the mouth of the Taquoari, which was navigated annually by flotillas of canoes and other craft, from St. Paul's to Cuiaba, and even as far as the Register of Jaura.

The Embotetieu enters the River Paraguay five leagues below the mouth of the Taquari, and on the same side. It is now called Mondego, and was formerly navigated by the traders from St. Paul's, who entered by the Anhandery-uassu, the south branch of the Pardo. On the north bank of the Mondego, twenty leagues above its mouth, the Spaniards founded the city of Xerez, which the

Paulistas destroyed. One league below the mouth of the Mondego there are two high insulated mounts, fronting each other on the Paraguay; at the extremity of the southern declivity of the mount on the western side, near the bank of the river, was stationed the garrison of New Coimbra, founded in 1775; it was the last and southernmost Portuguese establishment on the great Paraguay. Eleven leagues to the south of Coimbra, on the west side of the Paraguay, is the mouth of Bahia Negra, a large sheet of water of six leagues in extent, being five leagues long from north to south: it receives the waters of the wide-flooded plains and lands to the south and west of the mountains of Albuquerque. At this bay the Portuguese possessions on both banks of the Paraguay terminated. From thence the river continues to latitude 21 deg., where, on its western bank, is situated a hill known to the Portuguese by the name of Miguel José, which was crowned with a Spanish fort with four pieces of artillery, called *Bourbon*. Three leagues above this the little River Guirino falls into the Paraguay on the eastern side. Nine leagues to the south of the above fort, and in latitude 21 deg. 22 min., are other mountains on both sides the Paraguay, which command this river. Here terminate those extensive inundations to which both banks of the Paraguay are subject; they commence at the mouth of the Jauru, and to this point cover an area of 100 leagues from north to south, and forty in breadth at their highest floods, forming an apparent lake, which geographers of former days, as well as some moderns, have termed the Xarayes. During this inundation, the high mountains and elevated land which it encloses appear like superb islands, and the lower grounds form a labyrinth of lakes, bays, and ponds, many of which remain after the floods have subsided. From this place the banks downward are in general high and firm, particularly the eastern or Portuguese side. In latitude 22 deg. 5 min., the Galban, a considerable river from the west, empties itself into it.

Between the Paraguay and the Paraná there runs from north to south the Amanbay chain of mountains; they terminate to the south of the River Iguatimy. From these mountains rise all the rivers which, from the Taquari south, flow into the Paraguay, and from the same chain also proceed many other rivers, which, taking a contrary direction, flow into the Paraná; one of them, and the most south, being the Iguatimy, which has its mouth in latitude 23 deg. 47 min., a little above the Seven Falls, or great cataract of the Paraná. This cataract is sublime. It appears from below as six rainbows. The Iguatimy has its sources ten leagues above this place, among high and rugged mountains. The River Xexuy enters the Paraguay on the east side in latitude 24 deg. 11 min., twenty leagues below the Ipane, another small river, called the Ipane-mirim, intervening.

A river of such vast magnitude as the Paraguay, in a temperate and salubrious climate, abounding with fish, bordered by extensive plains and high mountains, intersected by so many rivers, bays, lakes, and forests, must naturally have drawn many of the Indian nations to inhabit its banks; but soon after the settlement of the new continent, the incursions of the *Paulistas* and Spaniards dispersed and destroyed numerous tribes; the Jesuits removed many thousands to their settlements. Other tribes fled to countries less favoured, but more secure by being farther distant, and more difficult of approach. The emigration of one nation to districts occupied by others, created inveterate and sanguinary wars among them, which soon reduced their numbers. The tribes, or rather remnants of tribes, still settle or wander on the borders of the Upper Paraguay.

From the River Xexuy, downwards, the Paraguay takes its general course south for thirty-two leagues to the city of Asuncion, the capital of Paraguay.

Six leagues below Asuncion, on the west side of the Paraguay, the River Pilcomayo enters that river by its first mouth; its second is fourteen or sixteen leagues lower. In this space some other smaller rivers enter on the east side,

and amongst them the Tibiquari, on an arm of which, twenty leagues south-east from Asuncion, is Villa Rica, a town owning much property in cattle on its extensive plains. The River Vermejo, or Bermejo, enters on the west side of the Paraguay, in latitude 26 deg. 45 min. Another great river, the Salado, flows in from the north-west, and joins the Paraguay or Paraná at Espiritu Santo, in latitude 32 deg. 30 min.

The Rio Uruguay rises in the Serra Cubatao, hardly more than twenty miles from the sea, and runs for a considerable distance, first west and then south-west. After its junction with the Ibicuy and Rio Mirinai, which brings down the waters of the Laguna de Ybera, it turns southwards, and in that direction reaches the Rio de la Plata after a course of about 800 miles. The navigation is interrupted by numerous falls, which are only passable when the waters are at their greatest height during the periodical floods, or by portages in the dry season. Two considerable cataracts occur below 31 deg. south latitude, only a few miles from each other; they are called Salto Grande and Salto Chico. The Salto Grande consists of a rocky reef, running like a wall across the bed of the river; during the floods it is passable in boats, but at low water it may be crossed on horseback. The largest of the affluents of the Rio Uruguay is the Rio Negro, which joins it from the east, and runs upwards of 250 miles. It is navigable for a considerable distance, and traffic is carried on by it with the country near Lake Mirim.

From Cape Santa Maria, on the Atlantic, to the Island of Apipe, on the Paraná, the distance, about 1250 miles, is navigable, without any other reef than the English Bank (*Banco Ingles*), which would cease to be dangerous if the navigation were attended to. In the whole course of the Paraná it is asserted that there is not a rock: its bottom is clay and fine sand; some banks and shallows are here and there met with, but a channel is left at all times for the passage of vessels; and near the banks there is a greater depth than in the middle of the channel. The Paraguay is also asserted to be equally adapted for navigation.

The Pilcomayo and Bermejo, or Vermejo, which flow into the Paraná, both rise in Peru; the first near the city of Potosi, and the second in the vicinity of Tarija. They run at first with considerable impetuosity from the heights whence they descend; but through the flat country, they flow in a tranquil and majestic course. They have numerous windings, on account of the want of fall in the ground of the Gran Chaco through which they run, and which is the most level tract of all South America. The rivers which intersect this vast region are large; they tend to fertilise it, inasmuch as the flatness of the lands facilitates the inundations during the risings of the rivers down to the Paraguay, into which they disembogue themselves, after watering the lower territory.

The Spaniards of the sixteenth century founded a city on the right bank of the Pilcomayo, and called it La Asuncion, to facilitate, by means of the navigation of the river, the transport of the productions and manufactures of that country. That city, as well as another, which they founded on the Paraguay, was destroyed by the Indians, and entirely abandoned by the Spaniards.

It is evident that all productions might be transported down to the Plata from Peru by means of the navigation of Pilcomayo and Bermejo.

The River Salado, which rises in the province of Salta, and unites itself to the Paraná, is another mighty navigable stream. The Gualeguay and the Negro are two more rivers, of the third class, navigable for many leagues.

The La Plata, Paraná, Paraguay, and their affluents, therefore, enjoy all the advantages possessed by the principal rivers of America for inland navigation and trade, and especially for steamboat navigation.

SECTION XVII.
STATISTICS OF THE SPANISH REPUBLICS
OF
SOUTH AMERICA.

CHAPTER I.

THE SPANISH COLONIAL SYSTEM.

WE have given, as far as can be ascertained, the statistics of Mexico and Central America. We have now to present, in as clear a form as our materials will allow, statistical tables and accounts relative to the trade, navigation, products, and finances of the South American Spanish Republics.

It has been already remarked that the spirit of the Spanish commercial system has descended to the republics. The same jealousy of foreigners and of foreign products is, also, still remarkable. In order to elucidate the commercial and fiscal system of the Spanish American Republics and their progress, we must sketch briefly that by which they were oppressed under Spain, and compare with it the systems, by which they, as separate governments, oppress themselves.

Spain, with absurd regulations, which embarrassed and ruined her colonial commerce, was unable to export, or manufacture the raw produce of her vast colonies,—and would neither permit them to be exported, or manufactured, by the colonists,—nor suffer foreigners to export them, and give in exchange to the colonists those articles that they most wanted. A contraband trade necessarily arose; and this illicit trade reduced the price of the products of those colonies to a wretched rate,—as their sale depended on the uncertain arrival of a greater or lesser number of smuggling vessels: which again, were exposed to the caprices, and interests, of those officers of the government, whose connivance they were obliged to purchase. Spanish colonial agriculture and commerce consequently languished; yet some colossal fortunes were acquired in two or three years by generals, intendants, and commissioners of customs.

CHAPTER II.

STATISTICS OF NEW GRANADA.

EXCEPTING as far as stated in the accounts hereafter of the exports of the precious metals, we have no details on which we can place any reliance of the former

trade of New Granada and Spain. As far as manufactures were concerned, a contraband trade of great extent was carried on from the British colonies.

Treaties of reciprocity have been negotiated with Colombia; which are still binding on New Granada, Great Britain, the United States, &c. The commercial tariffs and regulations have undergone various alterations.

REVENUE.

COMPARATIVE View of the Revenue of New Granada, in the Years 1844 and 1845, showing the Increase or Decrease thereof.

ARTICLES.	1843 and 1844.		1844 and 1845.		Increase.		Decrease.	
	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.	dlrs.	cts.
Mint.....	2,102,134	4½	1,926,094	3½	....	....	175,436	0½
Fifths of gold and melting.....	54,008	7½	48,308	1½	....	....	2,700	6½
Customs.....	1,124,345	4½	851,165	0½	....	....	273,179	8
Tobacco.....	820,434	4½	890,264	3	69,825	6½	....	....
Salt.....	535,547	6½	544,036	5	12,488	6½	....	....
Spirits.....	180,359	1½	174,323	6½	....	....	6,035	2½
Post-office.....	80,162	3½	76,418	2½	....	....	4,044	4½
Stamp.....	70,180	6½	70,813	4½	5,332	6½	....	....
Tithes.....	36,974	6½	23,592	5½	....	....	13,386	1½
Mortgages, &c.....	14,661	4	18,746	7½	4,085	3½	....	....
Deeds and Patents.....	812	4½	3,054	0	2,215	3½	....	....
Exports of concentrated mineral.....	640	0½	712	6	72	5½	....	....
Fines.....	280	2½	1,031	2	750	7½	....	....
Sale of lime.....	616	4½	623	2	6	5½	....	....
Sundries.....	91,765	6	73,363	6	....	....	18,382	0
Total Income.....	5,111,564	3½	4,716,177	6½	94,778	5	493,164	2
					Deduct increase.....		94,778	5
					Decrease on the year.....		398,385	5

TARIFF DUTIES.

By the last decree or law which we possess, dated Bogota, the 24th of May, the duties on importation of merchandise by foreign vessels were based on the rate of *thirty per cent ad valorem*.

The duties on merchandise imported by national vessels, or vessels belonging to countries with which there are treaties of reciprocity, at the rate of twenty-five per cent *ad valorem*.

The produce of Venezuela and Lima, are treated much the same as New Granada products.

There is, however, a long tariff of specific rates, based upon, but which may add, or diminish, the general rates of twenty-five and thirty per cent.

ARTICLES FREE OF DUTY.

The following articles, unless specially rated in the present tariff, shall be admitted free of duty: viz., gold, silver, platina in powder, bullion, and coin; machines and instruments for agricultural purposes, as, machines for cleaning, cotton-mills, sugar-mills, and sawing-mills, also all kinds of machinery and implements for the use of the mines; fire and all other engines; steam vessels; all machinery, &c., for the purpose of building and repairing houses, &c., and for clearing out harbours, docks, canals, and for spinning and weaving, and also all others that may be generally applicable to arts and manufactures; beaver and nutria skins; bee-hives; surgical instruments, and all kinds of preparations, and books, plates, &c., fit for medical science; lithographic types, &c.; books, bound and unbound, pamphlets, &c.; maps, paintings, statues, busts, medals, and collections of antiquities; domestic animals; seeds and plants for agriculture and garden purposes.

No duty shall be charged on merino wool, which may be imported previous to the 1st of January, 1858, nor upon tiles, &c., stone, bricks, and lime, planks and boardings, and sawn timber, fit for building, which may be entered at the Port of Rio Hacha, previous to the 31st of May, 1846, nor upon similar building materials, imported at the Port of Chagres, entered thereat previous to the 17th of March, 1850.

Carriages, and all other articles, entered for the use of foreign diplomatic agents, consuls, vice-consuls, &c., are exempt from the payment of import duties.

The importation of all descriptions of books, prints, &c. &c., which may be contrary to religion, or offensive to morals and decency, and injurious to the public good, is most strictly prohibited. But under this head are not included works and prints, &c., proper for anatomical study or for the fine arts.

The prohibition to import anise, and essences made from it, sugar, raw, &c., honey and molasses, coffee, cocoa, and indigo, does not apply to the ports in the provinces of Panama and Veraguas, specially legalised for importation. The forenamed articles may be there imported for consumption within those provinces—transit through the ports of Panama, Chagres, and Portobello—or for deposit at Panama or Portobello, subject always to the customary regulations affecting such transactions.

The prohibition to import cacao does not extend to the port of Tumaco; it may be there entered for consumption, within either that district or that of Barbacoas, paying an import duty of two *pesos* upon each quintal.

Should prohibited merchandise or goods be brought into any port within the republic, either in a national or foreign vessel, it shall be subjected to inspection by two competent authorities; the one named by the customs and the other by the captain or consignee of the vessel, and if the quantity of such goods shall be found to be *double* that which the above-named parties may consider as necessary for the use of the crew during the ship's passage, any quantity exceeding such requisite allowance shall be forfeited, and the captain shall be mulcted in a penalty of from 200 to 1000 *pesos*.

If the administrator of the customs shall suspect that the goods have been put down in the invoice at less than the true value in the port whence they were exported, he shall cause them to be valued at the prices which they would bear at the place whence they came, at the time of exportation; and if the value thus assessed should exceed the value in the invoice by twenty per cent, then fifty per cent shall be put upon the estimated value; and the duties shall be calculated and collected thereon: provided, however, when the estimated value as above shall not exceed the invoice value by twenty per cent, then the estimated value shall be considered the true value.

Monies.—Accounts are kept in pesos or dollars, of eight reals or twelve and a half cents; medias, or six and a fourth cents; and cuartillas or three and one-eighth cents. The dollar is also divided into halves and quarters.

Weights and Measures.—These are the same as those used in Spain.

The libra contains sixteen onza or ounces.

The quintal of 4 arrobas, 100 libras, which are equal to 101 44-100th lbs. avoirdupois.

Dry Measure.—The cahiz is equal to 12 fanegas; 1 fanega is equal to 12 celemines.

The celemine is subdivided into $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$, &c. The fanega measures 3439 cubic inches English, and is equal to 1.599 bushels.

Liquid Measure.—1 moyo of wine contains 16 arrobas; 1 arroba contains 8 azumbras; 1 azumbra contains 32 cuartillas.

The arroba of oil contains 3.43 English gallons; the arroba of wine contains 4.245 English gallons.

Long Measure.—The foot is divided into 12 pulgadas: as 11, 128 English inches.

The palmo is equal to 9 " = 8 $\frac{1}{2}$ " "

The vara 4 palmos = 33, 384 " "

DECREE of the 29th of April, 1844, respecting the exportation of the produce and manufactures of New Granada and loading of ships, &c.

ARTICLE I.—All the natural and manufactured products of New Granada may be ex-

ported free, and be conducted through all the ports maritime, inland, or fluvial, whether they be licensed for importation or only for exportation, without paying any national impost. Gold and silver in trinkets, bars or dust, or in whatever other natural form they may be extracted from the mines, even though they be mixed with some other extraneous matters, are alone excepted.

ARTICLE II.—The prohibition of the exportation of the precious metals, spoken of in the former article, does not extend to the port of Panama and Veraguas, as they may be freely exported from them, whether the product of mines which are worked there or importations for circulation, for transit or deposit.

ARTICLE III.—Foreign goods and merchandise which may be imported for consumption, and upon which the fiscal dues have been paid, or properly secured, may be re-exported without paying any export duty whatever.

ARTICLE IV.—Before a vessel can commence to load, the express permission of the custom house is required, which shall be granted for the term which the chief officers thereof may think convenient.

ARTICLE V.—The permission being given, a new search visit shall be made, to ascertain if the vessel be in ballast or if she only contain the goods, which at the time of the entry visit the captain declared destined to other ports, or whether there be a perceptible diminution of the stores or provisions for the crew, or in the tackle, sails, and other articles of the vessel's stock.

ARTICLE VI.—The loading of every vessel shall be attended and inspected by the custom-house officers.

ARTICLE VII.—Natural or manufactured articles of the country cannot be exported, nor can foreign goods, which have been imported, be re-exported, without the knowledge and permission of the custom-house. For this purpose there shall be presented two *polices* or invoices of equal value, expressing in a detailed manner the goods intended to be exported, and the foreign port to which they are bound. These invoices must be signed by the exporter. The custom-house shall retain one, and on the other shall be put the licence as soon as the effects have been examined.

ARTICLE VIII.—A permit is also requisite from the custom-houses in order to ship stones for ballast, and pearl oyster shells from the islands of Panama and Veraguas in the Pacific Ocean.

ARTICLE IX.—Natural or manufactured goods of the country, which are to be exported, must be examined before they are shipped by the heads of the custom-house, or by the officers of the coast-guard.

ARTICLE X.—In order to examine foreign merchandise about to be re-exported, it is strictly required that the goods be conveyed to the warehouses of the custom-house, unless they are inflammable articles, or such as can be so easily inspected as not to require a minute examination, but one which may be made without the said warehouses.

ARTICLE XI.—The personal effects, which have to be embarked, as well as the stores, provisions, and other articles carried on board for consumption during the voyage, shall also be examined and inspected by the guard, in order to prevent the shipment for a foreign country of precious metals, in contravention to the prohibition.

ARTICLE XII.—Every vessel, as well national as foreign, which desires to go to load national effects or produce, at a port licensed only for exportation, must previously obtain a licence from the collector of customs of any one of the ports licensed for importation, but which cannot be granted without the consent of the first political authority of the place.

ARTICLE XIII.—Licence shall not be granted to any foreign vessel, which may have on board or be destined to receive foreign goods, whether the import duties have been paid upon them or not, but it shall be conceded to such as be in ballast or have on board national effects for exportation, and desire to proceed to the above-mentioned ports to complete their cargoes.

ARTICLE XIV.—Licence shall be granted to national vessels whether they be in ballast, carry national effects for exportation or consumption, or foreign goods to be dis

charged in the port of exportation, provided always that the import duties thereon have been paid or duly secured.

ARTICLE XV.—Upon the arrival of a national or foreign vessel in the ports, authorised only for exportation, that have a permit to export effects of the country, the chief of the coast-guard shall visit the said vessel in the act of entering, shall see if she is in ballast or laden. In the latter case he shall require the register as also the manifests of invoices, which ought to bear the pass of the controller of the custom-house who gave the licence. If the effects are destined for the same port, which can only happen when the vessel is a national one, they shall be disembarked and examined with the formalities prescribed in regard to ports of importation. If they are destined to be exported to foreign countries, they shall be examined abroad, and compared with the registers, manifests, or invoices.

ARTICLE XVI.—The exportation of national effects and produce through the ports licensed only for exportation, shall be carried into effect with the same formalities and according to the rules established in the present law for the exportation of the same effects through the ports licensed for importation and exportation.

ARTICLE XVII.—In the maritime ports of import and export, the entrance of vessels which come with the view to complete their cargo, and have on board foreign goods, the importation of which is prohibited, shall be permitted; they must present the manifests and invoices of the said goods.

ARTICLE XVIII.—The loading of a vessel being completed, and the vessel being duly despatched by the custom house, and by the captain of the port where there exists one, it must sail immediately, and not be allowed to anchor again and remain in the port or its neighbourhood unless on account of stress of weather, or other urgent and unforeseen necessity.

ARTICLE XIX.—A report shall be drawn up of the despatch of each vessel, which shall contain, first, information of the name of the vessel and of the nation to which it belongs, the name of the captain who commands it, the number of tons measurement, and the port to which it proceeds; second, the account of the search visit; third, of the permission to load; fourth, of the registers or invoices of the embarked effects, which remain in the custom-house; and fifth, and lastly, of that in which any thing may have been declared contraband, if any such there be.

ARTICLE XX.—The precious metals, the exportation of which is prohibited, which may have been embarked, may be in the act of shipment or on which an attempt to embark or convey may be made, and all the effects and merchandise which may have been embarked, in the act of being embarked, or to embark or convey which an attempt may be made, without permission from the custom-house, or in places not appointed for that purpose, or at hours different from those specified for shipments, shall incur the penalty of forfeiture, as well as the beasts of burden, carriages, or vessels employed in the commission of or attempt at fraud.

ARTICLE XXI.—The vessel shall incur forfeiture also when her master, or mate supplying his place, receives on board any quantity of precious metals, the exportation of which is prohibited.

ARTICLE XXII.—*When, by the visits mentioned in the fifteenth article, a foreign vessel shall be found to contain merchandise of foreign production, which exceeds in amount those provisions and other articles which are considered necessary for the vessel's stock and the consumption of the crew, the vessel and all that belongs to it shall incur the penalty of confiscation.*

ARTICLE XXIII.—If, on the visit at sailing, the said necessary effects should be found to have diminished, the captain shall be liable to the following penalties: if the decrease amount to a hundred dollars, value of the effects at the current price in the town, he shall pay a fine of fifty dollars; if the increase be from one hundred up to five hundred dollars, the fine shall be two hundred dollars; and from five hundred dollars and upwards, the vessel and every thing that belongs to it shall be confiscated.

DECREE.

Of Ports qualified for Import and Export Traffic.—The ports qualified for import and export trade in the Atlantic Ocean, are declared to be those of Rio Hacha, Santa Martha, and Carthagena, in the provinces so called; as are also those of Portobello and Chagres, in the province of Panama, and that of Las Bocas del Toro in that of Veraguas. In the Pacific Ocean, that of Tumaco in the province of Pasto; those of Buenaventura and Panama in the provinces of their names; and those of Montijo and Bocachica in the province of Veraguas.

The Port of Arauca and that of the Uceta on the rivers of these names in the province of Casanare, are declared the fluvial ports qualified for import and export trade; and the inland ports qualified for the same purposes, are that of Cucuta in the province of Pamplona, and that of Tuquerres in that of Pasto.

Of Ports qualified for Export Trade only.—The Ports of Sabanilla and Zapote in the province of Carthagena, are declared ports qualified for export trade only.

Of Warehousing Ports.—The Ports of Carthagena, Santa Martha, Rio Hacha, and Portobello in the Atlantic Ocean; and that of Panama in the Pacific, are declared to be warehousing ports.

Of Ports through which a Transit Trade can be carried on—The transit trade can be carried on through the ports of Panama, Portobello, and Chagres.

Of Free Ports.—In the Pacific Ocean, the ports of Buenaventura and Tumaco are free ports; the former until the year 1879, the latter until 1861.

Every class of national and foreign vessels, can freely enter and leave the free ports, without paying port dues, or import, or other national duties.

[The executive power can except, in case of necessity, from the general disposition of this article, vessels of nations at war with New Granada.]

The exemption from duties mentioned in the two antecedent articles, only comprises merchandise which may be consumed in the town of Buenaventura, or the Island of Tumaco; and goods, which leave the said town or island for another or other places of the republic, by land, by river, or by sea, are subject to the payment of national duties.

The following legislative dispositions remain subsisting, viz., the decree of the 11th of June, 1842, authorising the executive power to open the port of San Buenaventura on the River Zulia, and declare that of Cucuta a warehousing port; the decree of the 1st of July of the same year, authorising the executive power to open for import trade the port of Sabanilla in the province of Carthagena.

The Port of Iscuandé in the province of Buenaventura, shall remain closed until the completion of the road of the province of Popayan to the margins of the River Iscuandé, the port being only open for the salt and provision trade necessary for the consumption of the inhabitants of the cantons of Iscuandé, Mical, and Barbacoas.

Given at Bogota on the 22nd of March, 1844.

Tonnage Duties.—By the levy of the 29th of March, 1846, the duties on ships, viz., entrance, tonnage, and pilot dues, to be collected under one head, to be denominated tonnage duty.—(See Scale hereafter.)

The Granadian ton shall consist of twenty quintals of about 103 lbs. avoirdupois.

DECREE, authorising the introduction of Foreign Effects by the Port of Chagres, with direction to the Custom-house of Panama, with a view to be imported through the latter.

I, PEDRO ALCANTARA HERRAN, President of the Republic, Decree.

I. The introduction by the Port of Chagres of foreign effects intended to be imported through the custom-house of Panama, shall continue to be permitted.

II. The manifest of foreign effects introduced by Chagres to be imported through

the custom-house of Panama, shall be presented within the term, and with formalities prescribed in the 23rd Article of the Law of the 5th of June of this year.

III. In the said manifesto, the name of the person to whom the effects are addressed in Panama, to be delivered to the custom-house, and who is to take the other steps relative to the importation, shall be stated.

IV. After the delivery of the manifest, the heads of the custom-house of Chagres shall permit the effects to be trans-shipped from the vessel in which they were brought, to those which are to convey them by the River "Gorgona" or "Cruces," or to be landed and conveyed to the warehouses of the custom-house, if the trans-shipment could not be effected, or if the party interested desire it.

V. In order to carry into effect the trans-shipment, or the landing of the packages, one of the two chiefs of the custom-house shall compare them with the manifest as respects their kind, numbers, and marks, and shall seal them with the custom-house seal, kept for that purpose, and which shall bear the inscription "Importation for Panama."

VI. It shall not be necessary to open the packages in order to compare them with the manifest, which shall only be done with the object stated in the foregoing Article.

VII. The packages shall be conveyed from Chagres to Panama, with a permit issued by the Chagres custom-house; to obtain which the party interested shall present a duplicate application to the heads thereof, for the said permit, the original being drawn out on a stamp, and the duplicate on common paper.

VIII. The application for the permit shall be the same in every respect as the original manifest, setting forth the packages, their nature, numbers, marks, and contents of each, together with the declaration that they are directed to Panama, to be imported through the custom-house of that port, and the name of the owner or consignee in that city.

IX. The heads of the Chagres custom-house shall compare the original and duplicate application for the permit with the manifest, and if found correct, shall annex the corresponding licence, together with the declaration that the effects have not paid import duties, and of the term within which they must be presented in the custom-house of Panama.

X. The licence being issued, and copy of it made upon the duplicate which is to remain in the custom-house, with the documents serving as vouchers of its accounts, the original shall be delivered to the party interested, that it may accompany the effects.

XI. Immediately after issuing the permit, the comptroller at Chagres shall remit to the comptroller of Panama the original manifest.

XII. The comptroller at Panama shall duly inform the comptroller at Chagres of the receipt of the manifest, as also of that of the permit, and of the effects which accompany it.

XIII. The bales shall on no account be opened in their passage from Chagres to Panama.

XIV. Although, in order to proceed to the examination of the packages of a manifest, the arrival of all those belonging to the same permit or manifest is to be waited for, this does not hinder the examination of such packages as may be observed to have received damage in the transit.

XV. In the receipt of the packages, examination of the effects, and calculation, payment, or security, for the import duties, the Panama custom-house shall proceed in conformity with the Law upon the subject, and the Decree published yesterday for carrying the same into effect.

XVI. Effects introduced by Chagres, with a view to be imported in Panama, cannot, after having been declared as such, be left in bond, nor re-exported without paying the import duty.

Given at Bogota, on the 4th of November, 1844.

RETURN of Tonnage Dues, including Fees, and other Charges imposed on Shipping at the Ports of New Granada.

		s. d.	OBSERVATIONS.
Port Dues on national or British vessels.	Under 100 tons	3 0 per ton.	National coasting vessels, vessels of war, packets, post-office vessels (national or foreign) pay no tonnage dues. No vouchers are given. Tonnage dues are only paid at the first port of arrival; if the vessel touches at any other port of New Granada, no further tonnage is required.
	Over " the first 100 tons.....	3 0 "	
	The balance.....	1 6 "	
Port Dues on Foreign vessels.	Under 100 tons	5 6 "	These regulations are new, and commenced on the 1st January, 1845.
	Over " the first 100 tons.....	5 6 "	
	The balance.....	2 0 "	
Captain of ports' fees.	Six dollars or 24s. if under 100 tons.	"	These regulations are new, and commenced on the 1st January, 1845.
	Eight dollars or 32s. if over ditto.	"	
	One dollar or 4s. for office expenses.	"	
	Twelve reals or 6s. stamp for roll.	"	
Whalers	Whalers of all nations entering to refresh, pay one real, or 6d. per ton.	"	

CHAPTER III.

TRADE AND NAVIGATION OF NEW GRANADA.

THE contraband trade interferes so seriously with official statements, that they are much under the actual amount. We have received a report published in the bulletin of the Minister of Commerce of France, of which the following is a condensed translation:—

Money, 25 francs = 1*l.* sterling.

According to local information obtained by the French consuls, the average annual value of the foreign trade of New Granada is estimated at 40,000,000 francs.

Imports.—The imports in 1840 scarcely exceeded 17,000,000 francs; in 1843 they rose to 23,000,000 francs; in 1844 they fell to 22,000,000 francs.

Exports.—In 1843 the exports amounted to 16,000,000 francs; in 1844 they fell to 14,000,000 francs.

Customs' Duties.—Of the 22,000,000 francs value of merchandise entered for consumption in 1844, the customs duties amounted to 5,770,000 francs, or more than twenty per cent on the official value.

Trading Countries.—The countries which contributed mostly to the trade of New Granada, are Jamaica and Liverpool, to the extent of 13,000,000 francs; France, 3,769,000 francs; United States, 1,000,000 francs; Island of Curaçao, 820,000 francs; Spain, 610,000 francs; Venezuela and Peru, each about 750,000 francs.

English Trade.—The English imports, forming three-fifths of the whole, were principally composed of cheap cloths and stuffs of all kinds, and which no country can compete with in price; the bad and discoloured cottons of Switzerland and Germany are those which seem more particularly to menace similar English articles in the Granadian market.

United States Trade.—The importation from the United States diminish yearly; they are principally made up of flour, salt goods, drugs, and imitations of European goods.

Spanish Trade.—Spain expedites to New Granada, either direct or indirect by the way of the Island of St. Thomas, raisins, wines of Catalonia, Sauhucar, and of Malaga; common oil and rough Biscay iron, which latter the English have imitated, and are in a fair way to supplant.

French Trade.—The trade of France with New Granada appears to have greatly fluctuated. During the years 1837 to 1840, the French imports amounted to an annual average of about 1,135,000 francs; during the political disturbances which agitated that country, *nil*; in 1843-44, they were estimated at 3,000,000 francs. Havre de Grace alone sent to the New Granadian market manufactured goods to the amount of 3,000,000 francs.

The French *cloths, velvets, paper, the ribands* of St. Etienne, and particularly *Parisian goods*, find an advantageous market. The fine superior French *silks* are too expensive to find buyers as yet; the same is also the case with the fine *muslins* of Mulhouse and French *indianus*.

French *wines* and *brandy*, upon which there is a high duty, have but a limited sale; the greater part of the population of New Granada are too poor to purchase even the cheap wines of Spain: they drink in general nothing but water.

PORT OF CARTHAGENA.—The periodical returns for the Port of Carthagena, prior to 1844, were very indifferent and incomplete; we can therefore only give a *resumé* for the last two years (1843 and 1844).

This is one of the finest harbours in the world; it will float, secured from all danger, a whole fleet, and is the only port on the coast of Granada fit for the repair of vessels.

General Navigation.—The navigation, not including the coasting trade, amounted to eighty-six vessels, measuring 12,605 tons in the year 1843, and to eighty vessels and 12,950 tons in 1844.

English Tonnage.—The amount of English tonnage trading to this port for the year 1844, was 5404 tons, the United States 3432 tons, and France 3102 tons. Other countries almost *nil*.

Trade.—The total value of the interchanges of merchandise in the year 1843, are valued at 10,369,000 francs, of which goods to the amount of 3,731,000 francs were imported, and 6,638,000 francs were exported. In the year 1844, they only amounted to 9,020,000 francs, of which the imports were estimated at 3,017,000 francs, and the exports at 6,013,000 francs. Carthagena enjoyed one-fourth part of the total commercial operations of the country in 1844.

Imports—English Trade.—This trade received from England and its dependencies to the value of 1,740,000 francs of *tissues* and *manufactured articles*.

French Trade.—From France 654,000 francs, composed of *painted cloths, ordinary cloths, silks, linen, &c.*

United States Trade.—And from the United States 473,000 francs, chiefly *flour* and other kinds of *provisions*.

Exports to England.—The exports from this port, principally made to England, amounted to 5,176,000 francs of *specie* (doubloons), and small quantities of *platinum, dibidivi, tobacco, Indian corn, and beasts of burden*.

To France.—The exports to France limited themselves to 335,000 francs.

United States.—And those to the United States to about the same value, composed principally of *specie, raw and cured hides*, and a few parcels of *tortoise-shell*.

Canal.—To give greater vigour to its trade, a canal is being re-opened, which formerly communicated with the interior, and joined the River Magdalen to the sea. It will commence at Barranca, about six myriamètres (seventy-two miles) above the mouth of the Magdalen, and in the centre of a country producing *sugar, hides, cocao, dyewoods, &c.* The completion of this canal will have the effect, it is hoped, of drawing out the produce of New Granada and of diminishing the expense of transport.

DIRICT TRADE OF FRANCE WITH NEW GRANADA. 1837 to 1844.

Y E A R S.	Navigation entered and departed.		General Trade.			Special Trade.		
	Vessels.	Tons.	Imports.	Exports.	TOTAL.	Imports.	Exports.	TOTAL.
	No.	No.	fr.	fr.	fr.	fr.	fr.	fr.
1837.....	15	3,222	550,000	439,000	989,000	227,000	361,000	588,000
1838.....	8	1,522	495,000	435,000	930,000	334,000	383,000	717,000
1839.....	15	2,604	526,000	167,000	693,000	416,000	92,000	508,000
1840.....	30	5,355	680,000	640,000	1,326,000	299,000	312,000	611,000
1841.....	28	5,213	1,039,000	561,000	1,600,000	557,000	295,000	852,000
1842.....	21	3,805	898,000	1,413,000	2,311,000	543,000	1,061,000	1,604,000
1843.....	23	5,016	1,532,000	2,016,000	4,448,000	782,000	1,919,000	2,701,000
1844.....	30	5,250	1,319,000	3,127,000	4,446,000	1,096,000	1,910,000	3,015,000

From the above table we see that from 1840 the French trade with New Granada has rapidly increased. The trade is almost exclusively carried on under the French flag.

Exports to France.—The exports from this country to France in 1844 were composed of *mother-of-pearl, raw hides, dyewoods, tortoise-shell, cotton wool, cigars, dibidivi, and objects of natural history, &c.*

Imports from France.—Among the French exports to New Granada the *tissues* were valued at 1,712,000 francs, of which the French manufactured 751,000 francs, the remainder being foreign; also *paper, books, and engravings* to the extent of 209,000 francs, *perfumery*, 180,000 francs; *pottery ware*, 93,000 francs; *wines and brandy*, 83,000 francs.

Tissues (woven goods) as quoted above, form a large portion of the French envoys to New Granada, the following table gives the annual value exported from France during the last eight years.

YEARS.	FRENCH WOVEN GOODS.				
	Of silk.	Of wool.	Of cotton.	Of flax and of hemp.	TOTAL.
	fr.	fr.	fr.	fr.	fr.
1837.....	85,000	10,000	6,000	32,000	133,000
1838.....	156,000	15,000	120	21,000	192,120
1839.....	65,000			1,300	66,300
1840.....	56,000	50,000	200	9,000	124,200
1841.....	31,000	5,000	53,000	2,000	91,000
1842.....	177,000	134,000	30,000	29,000	370,000
1843.....	372,000	274,000	124,000	51,000	821,000
1844.....	354,000	244,000	112,000	41,000	751,000

Mode of Trading.—To be successful in the trade of New Granada, the importers must vary their goods according to the patterns and samples sent them. To attempt to introduce a novel article of fashion would be futile; there are certain colours and patterns which in that country have become *hereditary*, and no fashion could change this national usage. Also our merchants must strictly confine themselves to the customary length and breadth in a piece of *stuff*, such is the force of habit with the natives, that they cannot be brought to understand that the larger the size and the better the quality of a *piece* of manufactured *stuff*, the greater is its price.

Payments.—There is also another very important obstacle which this trade meets with—the European *manufacturers* are too sanguine in selling their goods for ready money; when a vessel arrives, if it cannot, after disposing of its cargo, immediately procure one in return, it is forced to accept *coined gold*, which is very expensive, valuing sometimes twenty per cent. The above are facts we would strongly recommend to the serious attention of merchants trading to New Granada.

Packing Goods.—The trade of Bogota, and of the interior, complains of the *French* mode of packing their goods. On this head the English are thoroughly expert, knowing that the goods are transported on *mules*, they pack their merchandises in suitable sizes; whereas in France, the bales are made up to an impracticable bulk.

Indianas.—The size of the French *indianas* also displease the native merchants as being too large; they should imitate the English size, which is twenty-eight yards long, and never exceeds three-quarters of a yard in breadth.

Real and Paste Jewellery are greatly demanded, as also articles of *fashion*, but they must all be of a low price and in small parcels; in the latter articles, as before said, the taste and caprice of the inhabitants must be consulted.

Payments.—We cannot too strongly impress upon the attention of our merchants the absolute necessity of giving credit for merchandise sold, for six, twelve, and eighteen months together, otherwise the Granadian merchant, trading to Europe, who follows this system (it being, indeed, the custom of the country) will eventually succeed in supplanting the European trader. Houses having formed alliances with Granadian ones, and of necessity following this course, are in a prosperous condition.

Wages.—At Bogota, and in the interior, the number of European artisans are daily increasing, and good conduct and attention to their business would make them successful, but the wages being unfortunately high, lead them too often to idleness and dissipation.

PANAMA—STATE OF TRADE IN MARCH, 1845.

Trade.—The trade of this port with Europe is of very little importance. Even the English flag is seen but rarely.

Coasting Navigation.—This limited trade is carried on by means of the coasting-trade, with Callao, Guaquil, and other intermediate ports at Peru.

Products.—The products of the country are very limited, the most important, viz., *gold-dust and pearls*, are exported *via* Chagres, and in general without any official declaration, which prevents us from valuing this branch of the trade. The articles sent to Europe from Panama, are *hides and coffee*, generally of foreign origin, and are brought *via* the coasting-trade, from Central America.

Mother-of-pearl and Unmanufactured Shells.—A vessel from Bordeaux is at this moment (March, 1845) taking in a cargo of shells, in the Archipelago of the Pearl Islands, destined for Havre.

STEAM NAVIGATION BETWEEN PANAMA AND VALPARAISO—MAILS CROSSING BETWEEN THE TWO SEAS.

Navigation.—A contract has been concluded between her Britannic Majesty's government and the Pacific Steam Navigation Company, for the conveyance of mails on the western coast of South America between Valparaiso and Panama. This is an important arrangement, as the mails, being taken across the isthmus to Chagres, can be regularly brought by the vessels of the West India Royal Mail Company to this country, instead of performing the long circuitous route by Cape Horn.

IMPORTS and Exports of the Republic of New Granada from 1842 to 1845.

DESCRIPTION.	1842	1843	1844	1845
	dollars.	dollars.	dollars.	dollars.
Imports	2,330,432	4,279,110	4,102,584	3,105,700
Exports	1,503,673	2,983,709	2,625,075	2,337,600
Excess of declared imports. Over declared exports	826,759	1,295,401	1,477,409	768,100
Amount exported in specie of the above exports	996,742	....	1,481,236	1,295,280
Amount exported in produce of the country	506,931	....	1,143,840	1,042,320

EXPORTS of New Granada in 1844 and 1845.

ARTICLES.	1843 and 1844.	1844 and 1845.	Increase.	Decrease.
	dls. cts.	dls. cts.	dls. cts.	dls. cts.
Gold coin	1,398,982 12½	1,245,391 0	....	153,591 12½
Silver do.	82,254 08½	45,889 3	....	32,365 08½
Coffee—1844, 22,852 qtls.; 1845, 23,904 qtls.	86,910 31½	106,643 80	18,733 48½	....
Olivida " 64,970 " " 22,737 "	75,631 71½	22,391 37	....	53,240 34½
Tobacco " 6,760 " " 4,080 "	214,087 37½	122,236 69	....	91,848 68½
Cow hides and goat-skins	176,027 50	172,078 32	....	3,948 18
Dye-woods	189,042 50	220,687 62	31,645 12	....
Maize—1844, 8364 fms.; 1845, 19,670 fms.	12,897 62½	30,175 16	17,277 53½	....
Straw hats—No. 32,674	17,760 37½	22,132 50	14,372 12½	....
Silver ore—1844, 92,000 lbs.; 1845, 1170 lbs.	29,440 0	9,360 0	....	20,080 0
Platina " 424 " " 540 " "	18,204 81½	27,833 63	9,628 81½	....
Pearls, 3234 cts., 528 " " " "	65,626 0	112,240 0	46,614 0	....
Emeralds, 66,000 carats, 125,189	35,000 0	52,746 0	17,746 0	....
Sundries	223,151 31½	134,982 89	....	88,168 42½
	2,625,975 0	2,337,600 0	153,768 10½	443,243 10½
			Deduct increase	153,768 10½
			Decrease on the year	287,475 0

CHAPTER IV.

REPORT ON THE PORT OF CARTHAGENA FOR THE THREE YEARS ENDING,
DECEMBER 31, 1845.

BRITISH and Foreign Trade at the Port of Carthagena, New Granada, in 1844.

NATION.	ARRIVED.				DEPARTED.				REMARKS.
	Vessels.	Tonnage.	Crew.	Invoice Value of Cargo in Sterling.	Vessels.	Tonnage.	Crew.	Invoice Value of Cargo in Sterling.	
	No.	tns. 100th.	No.	£ s. d.	No.	tns. 100th.	No.	£ s.	
British	8	1890 24	97	33,385 0 6	8	1890 24	97	37,241 8	Not including specie per packet. Entered with British goods in ballast via Chagres. Of this $\frac{1}{2}$ in specie. Of this $\frac{1}{2}$ in specie. British manufactures. Difference of Exports and Imports remitted per packet.
New Granada	11	1152 49	80	35,847 14 0	11	1152 49	80	22,000 0	
Spanish	1	75 56	8	1,246 6 0	1	75 56	8	....
French	6	1470 92	75	24,163 0 0	6	1470 92	75	12,000 0	
American	10	1646 82	65	18,913 12 0	10	1646 82	65	15,000 0	
Danish	1	125 10	7	2,936 6 0	1	125 10	7	1,000 0	
Total....	37	6361 22	332	116,691 18 6	37	6361 22	332	87,241 8	

The British import trade is yearly on the decrease.

In 1843, the quantity of British goods imported in British bottoms	£
amounted to	64,551
„ In New Granadian	52,189
Making a total of	116,740

In 1844, the quantity imported in British bottoms, amounted to	33,585
„ In New Granadian	35,847
Making a total of	69,432

In 1845, the amount in British bottoms, is only	25,321
„ In New Granadian	19,236
Making a total of	44,557

This decline is the result of the facilities afforded by the rival port of Santa Martha, for communication with the interior of the republic, and the more lenient system pursued at the custom-house of that port. The goods imported into Carthagena are almost exclusively for the consumption of the province, and few find their way into the interior.

The export trade is reduced almost entirely to *specie and bullion*, which is conveyed by the steamers of the Royal Mail Steam Packet Company, and deposited in the Bank of England, to cover the credits opened in that country.

Produce is exported chiefly from Savanilla (a port of export only, situated sixty miles to windward of Carthagena), and a small port close to Carthagena, called *Zapote*, the former of which may be called the tributary port of export for Carthagena in the present interrupted state of communication with the interior by the closing of the *Dique*. Vessels proceed hence to Savanilla to take in their homeward cargo, after unloading at this port. On the opening of the *Dique* (canal), Carthagena will again resume its place among the ports of export.

The total value of exports for this year from the Port of Carthagena is 13,488*l.*, of which only 637*l.* was exported in British bottoms. In proportion as the exports of Carthagena have decreased, so have those of Savanilla increased.

Thus in 1844, the amount exported from Savanilla was	£ 43,189
In 1845	52,638

Showing an increase in favour of 1845, of 9449l., or seventeen per cent.

The chief articles of export from Savanilla are sugar, coffee, cotton, hides, corn, tobacco, and dividivi. The amount of sugar exported is far greater this year than the preceding. In 1844, there was only exported to the value of 1158l. In 1845, there has been exported 325,408 lbs. at six dollars currency per 100 lbs. (twenty-four shillings sterling) amounting in value to 2504l., or an increase on last year of fifty-three per cent.

Cotton has decreased in value and quantity exported, the growers not taking sufficient pains to cleanse it sufficiently to compete with other markets. It has fallen in price from twenty-four to sixteen shillings the 100 lbs.

Dividivi is much reduced in importance as an article of export.

Maize, or Indian Corn has been exported to the value of 4054l., showing an increase over the preceding year of fifty-seven per cent. Its price varies from four to six shillings the fanega (two bushels and a half). It consists of two qualities, the white and red; the latter of which takes precedence. Maize forms the chief article of food of the population of the coast. It is pounded, moistened, undergoes a short culinary process, and is sold in the form of a cake under the name of bollo.

Bills on England are scarcely attainable, and the credits are met by the shipment of specie, and more especially *gold dust* (though prohibited), a large quantity of which continues to be exported, and may be bought on the coast at 250 to 262 dollars the lb. (50l. to 53l.) The surveillance of the custom-house has been unusually rigid in consequence of stringent orders from government, but nevertheless the produce of the gold mines of Antioquia, Choco, and Popayan, finds its way on board the steamers to the Bank of England.

The new gold mine discovered and opened in the year 1844, by a company of French and natives, at the head of the River Sinu, has proved a complete failure. The gold, though abundant, and of good quality, afforded only a dazzling prospect to needy adventurers, and the failure of the enterprise adds one more to the bubbles of these companies.

Tobacco, the great staple product of this country, is opening a vast source of revenue, and if properly managed, may become an important article of export. It still continues a government monopoly, and its cultivation is confined to the provinces of Ambalema and Jiron. A fear is entertained that a more liberal spirit in its cultivation may tend to deteriorate its value in foreign markets, thus an important product affording scope to agriculture and manufacture, a product peculiarly adapted to the varied soil of the country, and indolent character of its inhabitants, is hampered, and restricted from an ill-founded fear that the revenue will suffer.

At *Guaduas*, in the neighbourhood of the capital, a house has been established for the manufacture of cigars for exportation, and 4,000,000 of cigars have lately been contracted for.

Tobacco, Rum, Sugar, Coffee, and Aniseed, still continue prohibited articles of import. These, however, by a late regulation, may be bonded for re-exportation on notice to that effect being given within twenty-four hours.

The Tariff still remains as last year, though its revision has been strongly urged on government. The custom-house has, however, relaxed in its severity, and merchants are now permitted to rectify their manifests, and correct errors before presenting them to the collector, by which the odious imposition of double duties is avoided.

Vessels, of whatever nation, are exempt in this port from tonnage and anchorage duties until the year 1852—a boon granted to Carthagena for its sufferings in the siege of 1842. The only fees levied, are captain of ports and pilotage, even from these, packets and men-of-war are exonerated.

Exchange may be quoted from 530 dollars to 540 dollars currency, the 100l. sterling and doubloons command a premium of eleven to twelve per cent.

An Embryo Bank, called Caja de Ahorros, or Savings' Bank, has been established, and has yielded a nett per centage of two per month, or thirty-four per cent per annum, which may be considered as the value of money on good security.

The Digue or Canal, connecting the Bay of Carthagena with the Magdalena, is in full progress. Already one league of excavation has been effected. The dredging machine is to be shortly put in motion at the exit in the bay, which, meeting the excavating process at the town of Mahates, will complete the undertaking. The whole extent of this canal is about eighty miles from the Magdalena River near Barranca to Pasa-Caballos, in the Bay of Carthagena; of this only fifteen miles requires excavation, the rest is a natural channel. The depth is about four feet. Labourers are found in abundance at the rate of three rials, or eighteen-pence per diem, finding their own provisions.

A Steam Company to navigate the Magdalena has been formed in London. The new Granadian minister is elected honorary president, but this much to be desired undertaking will probably expire at its birth, as capitalists will be loth to risk their money in a country, the stability of whose institutions is still doubtful.

The Royal Mail Steam Packet Company continues its operations on this coast with increasing success, and admirable regularity. Merchants have, however, not as yet profited by the steamers for the transport of merchandise, the freight being considered too high.

The College numbers 200 pupils. The chairs of divinity, jurisprudence, and medicine, are filled, and the students qualified to take their degrees in these learned professions. A yearly public examination takes place for this purpose. The rudiments of the English and French languages are also taught.

There are two other preparatory seminaries, each of which numbers fifty scholars, who are taught in the different branches of education; and a school for the education of the better class of females is conducted in a spirit of progressive enlightenment. On the whole it may be said, that attention is being turned by the government to a more liberal system of education, the germs of which are already firmly planted.

Sufficient attention, however, is not paid to the moral and religious culture, the latter of which resolves itself in the observance principally of the outward forms of the Catholic religion, attendance on processions, &c. Throughout the republic, the priesthood are in a very depraved state, and with the exception of the higher dignitaries of the church, the common forms of morality and decorum are hardly observed.

There are Two Hospitals; the hospital of the Convent of San Juan de Dios for the poor, and the Military Hospital, conducted on a more liberal footing, access to which may be had by diseased sailors of foreign nations, on application being made to the commandant-general of the town.

The Salubrity of this port is greatly increased of latter years, owing to the greater attention to cleanliness, and perhaps a more favourable change in the seasons. Malignant fevers are rare, and though the heat is intense, the mortality among foreigners is not great. The thermometer ranges from 80 deg. to 86 deg. of Fahrenheit in the shade. The seasons are divided into two: the Verano, or dry season, and the Hibierno, or wet season; during the former, strong breezes from the north-east prevail.

The Population of Carthagena amounts to about 10,000; it is difficult to give an accurate estimate, as no census is taken. It is supposed that of this number not 1000 are white. A rapid amalgamation of colour is taking place, and ere long there will scarcely be a family on the coast of pure unmixed blood, so completely are the African and Indian races predominating over the purer Caucasian descendants of the Spanish race.

Santa Martha affords great advantages and facilities (from its locality) in the forwarding of merchandise to the interior, there being no land carriage, exposure, or transshipment, as they are at once shipped on board large-decked boats, and not again removed in any way until their arrival at Honda, the extremity of navigation on the River Magdalena; they have not these advantages in Carthagena, as the merchandise is shipped in small uncovered boats, having to go through a small canal where large boats cannot pass, and then landed and carried on mules' backs half a day's journey, to a town called

Barraula, on the Magdalena, where they are again reshipped in boats that go to Honda. In this operation there is great exposure and risk, besides considerable extra charges, which is not incurred at Santa Martha, where the merchandise is at once placed on board a boat that takes it directly to its destination, as there is a direct communication with the River Magdalena.

The principal part of the cargoes of the American, Dutch, and Granadian vessels also comprises a considerable proportion of British manufactures. A bonding warehouse has been established; merchandise can lay there for an unlimited time on paying at a rate of four per cent per annum.

There is a municipal duty on flour and some other articles, which vary in every town.

The most considerable exports are from Savanilla, a port situated at the entrance of the Magdalena, about forty miles to leeward of Santa Martha, and where there is no town, the only building being a temporary custom-house; the nearest town is Barranguilla, situated at about twenty-five miles distance. It is not a port of entry, and vessels are only allowed to proceed there to load with produce, by first calling at either the ports of Carthagena, Santa Martha, or Rio de la Hocha, entering at the custom-house, and having no goods, wares, or merchandise on board, but the necessary stores, &c., for the voyage. They then obtain clearance in ballast, with a permit to go there and load a cargo; from the facilities, and as this is the nearest port, and to windward, vessels prefer calling here for their clearance.

A considerable part of the produce shipped from Savanilla is for account of the merchants of Santa Martha, which obviates the charges of transporting it from the River Magdalena to this port.

The export of specie is considerably more than will appear by the returns. No duty being paid, as was formerly, it is difficult to ascertain correctly any average sum, as there is a very large quantity of gold-dust and bars clandestinely shipped. Uncoined gold and silver is altogether prohibited from being exported or found in the possession of any person within fifty leagues of the sea-coast, under the severest penalties.

The province of Santa Martha comprises six cantons, forty-five towns, besides several small Indian villages. The population, when the last census was taken four years ago, was 46,587 souls, and has increased very much since.

The principal and staple exports of the country affords the following; say, dye-woods of several descriptions, dry and salted hides, cotton, cedar, mahogany, dividivi, horned cattle, mules, horses, and asses, together with sugar, Indian corn, cocoa, &c. &c. The Indian corn is much cultivated, and is very productive; considerable quantities are exported to the British and other West India Islands.

The cultivation of the sugar-cane, coffee, and cocoa, has been much followed up lately; and considerable quantities of sugar are made, together with rum and other spirits, augmenting daily, and new estates establishing; the cultivation of which must benefit and advance the country rapidly, the lands being a virgin and productive soil, and this part of the country being so well watered throughout, that they are much less dependent on the seasons than in the islands; there are rivers and streams running in every direction.

The roads, within eight or ten leagues of the town, are tolerably good; and they have also the advantage of water-carriage further inland.

Agricultural affairs have been much retarded from the unsettled state of the country, the scantiness of population, and the numbers that were lately employed in the army, but, as the military are nearly all disbanded, they are now turning their attention to agricultural pursuits.

Fish.—There is abundance of river and sea-fish of the best description, and of excellent quality for salting. There are several natural salt ponds along the coast, and within a short distance from the town, where any quantity can be collected at a trifling expense.

There are several extensive lime and brick kilns within a short distance of the town, they make use of the coral rock for burning into lime.

The town is in a state of progressive improvement, and new buildings are erecting rapidly.

Slavery is abolishing fast; in the year 1819 a law of congress was passed, declaring the issue of all slaves born after that period to be free on their attaining the age of eighteen years, it being considered that their services up to that period would initiate them into habits of industry, and be of some compensation to their owners for the expense and trouble of bringing them up.

The principal part of the labourers here are the *Sanebós*, a mixed race between the Indian and negro. They are an athletic and hardy race, superior to the original Indian and negro stock. The average value of labour is from 1s. 6d. to 2s. sterling per diem, out of which they maintain themselves. Meats, provisions, dried fish, &c. &c., being uncommonly cheap, and from the nature of the climate, not requiring, and using very little clothing.

A steam-engine has lately been introduced, of about twenty-horse power, by Don Joaquim Leehelm, one of the most wealthy and intelligent men in the country. He has placed it on his estate of about one league from the town, and it has given so much satisfaction that several have been lately ordered from America.

Santa Martha, from its locality and other advantages, together with the extensive trade in corn, provisions, horses, cattle, &c. &c., with which it supplies Jamaica, and the other West India Islands, ranks it as one of the principal ports of "New Granada."

STATEMENT of the Trade of Panama, for the year 1843.

NATIONS.	ARRIVALS.				DEPARTURES.			
	Vessels.	Tonnage.	Crew.	Invoice Value.	Tonnage.	Crew.	Invoice Value.	
	number.	tons.	number.	dollars.	number.	tons.	dollars.	
United States	1	149	7	22,900				
New Granada	34	1339	270	108,731	31	1276	297,972	
Great Britain	2	438	23	....	2	4380	11,000
Ecuador	1	17	6	3,284	2	75	13	
Peru	4	265	32	12,567	3	230	25	
France	1	205	15		1	205	15	
Hamburg	1	106	10					
Total	44	2539	363	154,252		325	308,972	

STATEMENT of Transit Trade, *viâ* Chagres.

IMPORTS.		EXPORTS.	
NATIONS.	Value.	ARTICLES.	Value.
	dollars.		dollars.
United States	60,550	Gold and silver, coined	132,128
New Granada	329,292	Old silver	3,246
Great Britain	50,910	Old gold	262
Spain	27,680	Hats	16,642
		Sundries	257
Total of imports	477,432	Total of exports	181,935

COMMERCIAL Movement at Panama.

IMPORTS.	Dollars.	EXPORTS.	Dollars.
Imports	154,353	Exports	308,972
<i>Via</i> Chagres	477,432	<i>Via</i> Chagres	181,935
Of money not registered, supposed	30,000	Pearls, supposed	50,000
Of gold dust from Choco, supposed	20,000	Hides, <i>via</i> Chagres and Panama	45,000
Total	681,684	Gold dust	85,000
		Sundries	12,000
		Total	620,907

Imports and Exports of Santa Martha in 1845.

IMPORTS.

Whence Im- ported.	Floor.	Po- visions	Wine & Spirits	Ola.	Cotton Manu- fac- tures.	Prints Cotton Manu- fac- tures.	Wool- len Manu- fac- tures and Cloths.	Com- mon Linen Manu- fac- tures.	Fine Linen Manu- fac- tures.	Silks.	Cord- age & Tar.	Iron.	Hard- ware.	Glass and Earth- ware.	Perfu- mery.	Drugs.	Gun- pow- der.	Sun- dries.	Total Value.	Total Value in Sterling.
	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	£ s.
England and Jamaica.....	2,768	3,296	1,748	18,552	3,728	609,500	353,512	38,024	276,554	307,404	535	21,320	187,168	20,084	1,960	2,932	7784	143,660	1,909,688	361,925 12
France.....	14	512	4,103	3,223	201	7,108	208	6,012	29,256	652	395	44,280	9,012	4,442	632	1515	2190	32,772	144,912	26,382 8
United States.....	4,092	2,778	1,425	2,406	264	15	304	2,542	..	44	1587	474	1,386	2,025	84	2518	..	5,946	36,699	6,818 6
Guatemala.....	363	354	..	..	..	11,512	3,952	630	2,949	3,612	96	424	63	4,367	186	519	30	2,037	31,214	9,449 10
Sardinia.....	4,539	9,528	522	768	11,536	4,132	..	1,208	..	184	..	792	..	1,531	399	331	24	19,113	37,284	7,470 16
St. Thomas.....	1,395	381	375	813	..	..	..	828	4,624	540	2,150	201	1,470	1,531	75	..	..	1,476	31,681	6,226 4
Total.....	8,542	12,280	17,180	25,715	4,992	639,671	381,804	44,676	311,108	118,860	1567	70,436	203,502	28,318	3689	7316	9998	205,204	2,084,889	410,571 16

EXPORTS.

Country Ex- ported to.	Specie.	Hides, dry and salted.	Vege- table ole.	Brasi- and Ivory.	Beans and Maize.	Horses	Cotton.	Fustic	Cocoa.	Woods or Timber.	Sugar.	Hogs.	Coffee.	Sarsa- parilla.	Cattle.	Starch.	Old Copper.	Sun- dries.	Total Value.	Total Value in Sterling.
	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	dir.	£ s.
England and Jamaica.....	472,968	1181	3,620	4754	..	1680	..	27,876	980	960	47,659	778	1150	..	404	314	354	4087	570,308	114,061 18
France.....	7,643	26	880	210	..	..	..	..	..	..	..	..	..	..	..	..	150	1097	8,614	1,722 16
Guatemala.....	2,256	5	..	..	990	..	..	..	..	..	..	..	..	..	..	..	..	34	4,578	865 12
United States.....	..	..	4,729	570	2840	30	..	..	14	..	..	..	..	..	209	..	..	50	8,628	1,725 4
Sardinia.....	2,308	..	9,411	..	..	..	608	40	..	..	..	..	..	..	..	..	61	30	15,433	2,466 12
Total.....	485,080	1183	17,240	5524	2840	3492	608	27,916	994	960	47,714	778	1150	200	613	314	384	5088	604,259	120,881 16
Value of 1844.....	267,094	530	29,276	135	4110	556	1445	1,291	2949	1068	103,172	168	300	3097	154	..	..	9078	422,416	94,483 6
Increase.....	217,986	652	..	5399	..	1874	..	26,625	..	..	35,492	610	850	..	459	314	384	..	596	181,944
Decrease.....	..	..	6,036	..	1270	..	..	..	1955	108	..	..	..	2887	..	..	..	3904	..	26,308 16

CENTRAL AMERICA.—The following consular statement for the years 1843 to 1844, though referring to the Isthmus of Nicaragua and to Salvador, we sub-join in the absence of further information.

The foreign import trade of the state of Nicaragua, and of the republics in general of Central America, has been greatly effected by the *continuance* of the internal *commotions*; nevertheless, owing to the great competition of speculators, the consumption of foreign manufactures has increased.

The quantity of indigo exported has been about 4500 bales, three-fourths of which were the produce of the state of San Salvador, the crops of Nicaragua having almost entirely failed, owing to the want of rain during the season.

The civil war of Guatemala has partially interrupted the cultivation of cochineal, to which attention has been given in the state of Nicaragua and Salvador.

Agriculture is making some progress in Costa Rica. Coffee, which is of a superior quality, is becoming an article of export trade. 5000 quintals were shipped last year. The quantity of chancala (coarse sugar) exported from the ports of the Republic in 1838, is estimated at about 35,000 quintals, of which Costa Rica produced about two-thirds.

Mines.—Some activity is also visible in the mining districts of Costa Rica, and some valuable machinery has arrived from England.

Nicaragua is beginning to encourage the working of mines, which are supposed to abound in the mountainous districts. Gold, silver, and copper abound in all parts of the state of Honduras, but the insecurity of the country prevents persons from embarking capital in these works.

CHAPTER V.

STATISTICS OF VENEZUELA.

Mines.—We have no account on which any reliance can be placed with reference to the minerals of Venezuela. The precious metals are reported to be abundant, especially in Cundinamarca. In Choco and Antiaqueo gold and silver are found, and, it is said, quicksilver. Mines of lead, iron, and copper have been worked in Socono. General Mac Gregor had cannon cast of the copper in 1813, but the backward state of enterprise has, with trifling exceptions, left the mineral riches of Venezuela undisturbed. Pasturage and agriculture, being, for a very thinly-settled region, far more immediate means of subsistence: especially since the Spanish race can no longer enslave the aborigines to work the mines.

Manufactures.—Comparatively speaking, manufactures scarcely more than exist. Tanned leather and morocco leather are prepared in Corora, blankets are made in Tocuyo, on a small scale, and constitute the chief manufactures. Some other articles are made by foreign workmen established in the country. The vapour *refined sugars*, the *cured hides*, and the *soaps*, might obtain preference to the same articles from the United States—*tallow candles* are made of fair quality.

Some articles peculiar to the country are worthy of attention—such as *mats* made by the Indians of the *fibres* of the palm-tree, called Mauritia, and *hemp* of

the *cocuisa aloe*, of a peculiar fineness, and *straw hats* of Maracaybo, equal in quality, or nearly so, to those of Panama. The interior provinces of Barquisimeto, of Merida, and Trujillo, manufacture *table-cloths of cotton*, but will not bear comparison with similar European articles.

The mechanical trades are workers in *jewellery, locksmiths' work, armourers' work, joinery, and saddlery*, of little importance. They are manufactured with rough, coarse tools.

Joinery and saddlery are the most advanced trades at Caraccas, through the means of foreigners, who, for twenty years, have been settled at that place. Few samples of furniture show the great varieties of wood valuable for cabinet-makers' work.

Agriculture.—We can only give a mere sketch of the state of agriculture in this state. It is in a greater degree a pastoral than an agricultural country. Yet this extensive region has soils and climates adapted for the growth of every useful and rich product. Among the articles cultivated are some wheat in the high parts; maize, or Indian corn for tortillas (the corn bread), sugar, cacao, coffee; some cotton, indigo, and tobacco.

During the four years 1799 to 1803, 145,000 fanegas of cacao were exported from Maracaybo and Venezuela.

Sugar has long been cultivated and exported, but not in great quantities. It has been exported to England since the duty has been diminished. (See Trade of Venezuela.) And the province of Caraccas, if labour were abundant and enterprise exerted, has a soil and climate to produce an immense quantity.

Coffee.—Excellent coffee might be raised with ordinary care. At present its quality is inferior to that of Jamaica. The produce, in 1812, was estimated at 5,000,000 lbs. There are two kinds, the one called *of hot earth*, the other *of cold earth*; they are worth the ordinary qualities, ten goudres and a half per 100 lbs.* Spanish (ninety-one francs per 100 kilogrammes).

Under the Spanish domination, the exportation of coffee did not surpass 60,000 quintals (2,760,000 kilogrammes) per year. From the 1st of July, 1840, to the 30th of June, 1841, the exports were estimated by the custom-house at 259,992 quintals (11,960,000 kilogrammes) of a value of 2,446,962 goudres or 9,788,000 francs. If to this quantity is added the 35,000 quintals, which is annually consumed at Venezuela, the actual production would be of 294,992 quintals (13,570,000 kilogrammes).

The soil and climate being one of the most favourable for the culture of this bean, it is estimated, that when once the new plantations shall be in full bearing, the country will produce above 500,000 quintals of coffee (23,000,000 kilogrammes).

Cocoa.—There are numerous plantations of this indigenous fruit, chiefly in the valleys beyond the mountains of the sea-coast. In 1789, 103,655 fanegas were exported. The produce of Caraccas, Maracaybo, Camana, and New Barcelona, in 1806, was estimated at 193,000 fanegas. That of Caraccas is considered superior, not only to the cocoa of other parts of the republic, but to every other country. The *red* varies in price from sixteen to twenty-four goudres per 110 lbs. of Spain (136 to 226 francs per 100 kilogrammes). *Gray* cocoa (which was that sent to France before the promulgation of the late Spanish *laws* on the customs of the *vascondagas* provinces) is worth at Caraccas from twelve to eighteen goudres per 110 lbs. Spanish (113 to 170 francs per 100 kilogrammes).

There was exported from the 1st of July, 1840, to the 30th of June, 1841, 76,560 quintals (3,521,700 kilogrammes) of cocoa, of a value of 1,327,000 goudres (5,308,000 francs).

The local consumption is calculated to be about 36,000 quintals (1,650,000 kilogrammes), and the contraband trade conceals nearly 15,000 quintals, (690,000 kilo-

* The pound is 0.46 kilogrammes.

grammes), which makes the product amount to 128,000 quintals (5,818,000 kilogrammes).

The culture of this article was of greater importance in the time of the Spaniards, as the exportation amounted then to 95,000 quintals (4,370,000 kilogrammes), but a great number of cocoa-trees were destroyed during the war of the Independence. Later, and up to 1835, the planters either had not the means, or dared not, in the uncertain state in which they lived, form new plantations. The valley of Tuy lately cultivated, which is only eight or nine leagues from Caraccas, produces excellent cocoa.

Indigo.—There are three kinds, but all are inferior to the indigo of India. That of the valley of Tuy is the most esteemed. The culture and trade of indigo at Venezuela has lost much of their importance since its separation from Spain. Before 1820, the exportation amounted annually to 10,000 quintals (460,000 kilogrammes), of a value of 1,200,000 piastres specie (6,500,000 francs); from July 1, 1840, to June 30, 1841, it amounted but to 5462 quintals (251,200 kilogrammes), which at 125 gourdes per quintal, has produced a sum of 682,750 gourdes, or 2,731,000 francs.

Cotton is not in quality so good as that of the United States. It is worth on an average thirteen gourdes per 100 lbs. Spanish (113 francs per 100 kilogrammes). Venezuela has not the long silky-like cotton.

The exportation of cotton from July 1, 1840, to June 30, 1841, amounted to 2,014,000 lbs. (926,440 kilogrammes), of a value of 242,000 gourdes (968,000 francs).

According to official documents published at Caraccas in 1839, about 50,000 quintals of cotton (2,300,000 kilogrammes), were produced, which at ten gourdes and a half per quintal, produces a value of 525,000 gourdes (2,362,000 francs); the exportation amounted the same year to 27,993 quintals (926,300 kilogrammes), valued by the minister of the finances, at 241,989 gourdes (968,000 francs). Under the Spanish government, the exportation of cotton never amounted to 25,000 quintals (1,150,000 kilogrammes).

Leather (sole leather).—That of Caraccas is considered too heavy; that of Puerto Cabello and of Angostura is exported to France. The exportation of leather, from July 1, 1840 to June 30, 1841, amounted to 574,000 lbs. (264,000 kilogrammes), valued at 506,000 gourdes (2,024,000 francs).

Dividivi.—Is a kind of husk that covers certain seeds.

To be used it must be reduced to powder, sifted, and boiled in water for the space of eight or ten hours. It is sold wholesale from six to eight reals per quintal (6fr. 50c. to 8fr. 70c. per 100 kilogrammes).

The exportation of dividivi amounted to 1,264,000 lbs. (581,440 kilogrammes), valuing 18,000 gourdes (72,000 francs).

Sarsaparilla.—13,000 lbs. (5980 kilogrammes), have been exported, of a value of 2500 gourdes (10,000 francs).

Dyeing-woods and Lignum-vitæ.—Are very little esteemed in France, and serve in general for ship ballast.

Tobacco.—There is a great variety of tobaccoes in Venezuela: that of Varinas and of Cumanacao, if well selected, is excellent for cigars.

The Varinas tobacco costs but twelve gourdes or twenty-five cents, to thirteen gourdes at Angostura on the Orinoco. Until now there has been produced in the whole republic, but 50,000 or 60,000 quintals of tobacco per year (2,300,000 to 2,700,000 kilogrammes), amounting to a value of about 500,000 gourdes (40,000l.).

In 1841, 11,943 quintals of tobacco were exported (550,000 kilogrammes), valuing 146,944 gourdes (23,200l.). In the time of the Spaniards, the monopoly, *el estanco*, of tobacco, produced as much as 60,000l. annually.

Sugar.—Venezuela has seldom produced sugar, except for home consumption; in 1841, there were exported but 8794 quintals (404,500 kilogrammes). The soil is well adapted for the culture of the sugar-cane; that which is wanting are labourers: there are only 49,000 *slaves* in the whole state. In 1844 the total quantity of sugar exported was about 220 tons, in 1835 about 370 tons. Since the alteration of the sugar

duties in 1845 there were exported to England from Venezuela during the six months ending the 20th of June, 702 tons, price 18*l.* 1*s.* 6*d.* per ton.

Cattle forms the principal wealth of Venezuela. The Llanos, or vast plains of the Orinoco, are covered with herds. There are reckoned to be about 2,400,000 horned cattle, 1,300,000 sheep and goats, and 400,000 pigs. During ten years the number has nearly doubled, notwithstanding the great interior consumption and mortality which has laid waste the principal *hatos* of Venezuela.

The Venezuelan *mules* are indefatigable, especially those of Angostura. One or two schooners from Martinique import them.

Indigo was first cultivated, or rather prepared in 1774, and next to tobacco, it becomes the most important product of the valley of Cumanacao, of San Fernando, and of Arenas in 1784 there were exported from La Guyana 126,233 lbs. in 1796, no less than 737,996 lbs.; while that of Guatemala at the same time was estimated at 1,200,000 lbs.

* *Vanilla* grows in abundance in the forests. Wild cochineal grows near Coro, Carona, Truxillo, and it is produced of excellent quality in Cundinamarca. Brazil wood is exported from Maracaybo.

Cocoa trees are grown around the villages and houses, and at Cumana they have haciendas, or farms of cocoa-trees; excellent oil is extracted from the nut; sarsaparilla, Jesuits' bark, numerous medicinal plants, drugs and resins are abundant; tamarinds, oranges, and all tropical fruits thrive.

The forest trees are of the most varied and useful kinds.

Ship-building Timber.—If cut in national forests, exportation prohibited.

M. Depons says in his time, there were more than 1,200,000 oxen, 180,000 horses, and 90,000 mules pastured on the plains between the Orinoco and Maracaybo; 174,000 ox-hides are said to have been exported in 1790. Herds of cattle are now spread over the pastoral districts.

Along the banks of the Orinoco agriculture is nearly altogether neglected, and the inhabitants are described as remarkably indolent by Robinson and others.

The cattle are killed in the same manner as in Spain. The animal is led to a stake, and the point of a strong sharp knife is stuck in between the two first curvical vertebrae, and the beast drops down instantly dead.*

The agricultural and other products of the country which enter into commerce as articles of export, are stated in the statistical tables of trade.

* Robinson says, "Sometimes they bleed the animal, and sometimes not; but all of them agree in one method of cutting up the meat. No sooner has it ceased to breathe, than they commence the skinning process; and no sooner have they skinned part of it than that part is sliced off in the coarsest manner. Thus it is slashed, cut, and torn asunder in every possible form; the unsalted part being used as pieces for roasting, stewing, and boiling; while the greater part that remains is rolled in salt and hung for a few days in the heat of the sun. Then when dry they call it Tasso; and this, with the hides, form a great part of their merchandise either among themselves or with the West India Islands."

He says, "The people here drink very freely. Their breakfast in general consists of beef and (if they have it) wine or rum, and sometimes a cup of chocolate or coffee. Having performed several surgical operations in Soledad, a village near Angostura, I may here give a sort of notion how they live in that village. The breakfast is a large basin of beef, boiled with plantains: a large basin of stewed beef and onions or garlic; generally a large basin of tripe, stewed with onions or garlic; and, lastly, a piece of beef roasted over the fire on a wooden spit.

"It must be observed that this last is not brought to table on a plate, but sticking hard and fast to the spit on which it was roasted. A person steps round from person to person, till all are served by cutting off what they wish. The bread is generally made of Indian corn, and sometimes rice. Besides Indian corn, there is another kind of bread, which they call cassava. It very much resembles in appearance the oatmeal cakes used in Scotland; but is almost tasteless. The natives use it plentifully, and seem to prefer both it and the Indian corn to our flour. The drink is not tea, but rum-grog, and very often wine (claret). Punch is served up at eleven o'clock, which continues to be used till dinner-time. Dinner is the same as breakfast; and the evening is passed in playing cards, smoking cigars, and drinking.

"So far as I have penetrated South America I have uniformly observed, that the inhabitants

CHAPTER VI.

TRADE AND NAVIGATION. •

NEARLY all the trade of the state of Venezuela was formerly carried on from the ports of Caraccas, chiefly through La Guayra, into each of the ports of Maracaybo, Cumana, and Old Guayra, two or three vessels were admitted from Spain. M. Lavaysse, who seems to have investigated the state of trade of Venezuela during the first years of the present century, says—

“According to official statements, Venezuela, during the year 1807, the value of the agricultural produce exported from the provinces which composed this fine country, exclusive of Trinidad, from 1794 until 1806, amounted to about 4,000,000 dollars annually; but, according to the documents taken from the custom-houses of Port of Spain in Trinidad, and from those of the islands of Grenada, Tobago, Curaçoa, St. Thomas, and Martinico, which carried on the contraband trade with the provinces of Venezuela. I am sure the smugglers carried off annually, on an average, more than 2,500,000 dollars in produce; consisting of cocoa, cotton, indigo, a little cochineal, arnotto, woods for dyeing and cabinet-makers, copper, hides, maize, salted and smoked meat and fish, oxen, horses, mules, asses, monkeys, parrots, &c., and about 600,000 or 700,000 dollars in specie, and since 1801, a small quantity of sugar* and coffee. There were annually exported from

seem to have no idea of grinding or bruising their materials by means of any other machinery than that which they possess in the strength of their arms, aided by a concave and convex stone to fit it, or by a wooden mortar. On the surface of the concave stone they put their material to be bruised, such as pepper, salt, coffee, &c., and it is almost incredible to what a fineness they speedily reduce these substances; while their Indian corn, rice, and such substances are bruised in the wooden mortar. After the corn has been bruised, and sometimes the rice, they subject them to the friction of the two stones, with a little water, and thus they form the one or the other into a dough for making bread.

“The better orders of the people conduct themselves at table with great regularity and propriety, as much so, indeed, as could be expected in any country where the advantages of European civilisation have not been experienced.

“The middle orders of people, however, seldom have even one knife at table, and three-fourths of them have nothing but their fingers as substitutes for spoons, knives, and forks. The lower orders, indeed, would apply them to no other purpose than as weapons of destruction to stab each other.

“From this coarse mode of feeding among the great body of the people, and from the gross materials upon which they subsist, stomachic complaints are very prevalent, which are greatly increased by habits naturally indolent and unclean.

“Smoking tobacco, especially in the form of cigars, is almost universally practised: and almost all the women, who practise this more than the men, lose their front teeth.

“Gaming, especially on Sunday, is carried on here to a great extent. This consists in billiards and in cards; and, while the outcry of every one is poverty, poverty, were you to walk into any of the huts, for instance of Soledad, you would find the tables loaded with silver and gold.

“The women dress their long, lank, black hair in two tresses, one on each side of the head. Among the higher classes, they seem to dress it in one twist, which they fasten with a comb to the upper and posterior part of their head, somewhat in the English fashion.”

* Ten years ago (about 1820) there was scarcely as much sugar made as sufficed the local consumption. I believe I do not exaggerate when I say that, on an average, every individual, rich or poor, consumes at least one pound of it per day. It is mixed with almost all kinds of food and drink; and is indispensable for chocolate, which is taken three or four times each day.—*Lavaysse.*

these provinces to Spain and Mexico,* about 2,000,000 dollars in colonial produce; which increases the exportations to about 5,200,000 dollars.

"The official statements of the intendancy of Caraccas specified the importations into this country, including contraband trade, at only 5,500,000 dollars, at the same period; but those statements are below the truth. On an average from 1789 to 1807, the annual importations amounted to nearly 6,500,000 dollars, including smuggling. Previous to the French revolution, the French had half of this trade. The French merchants of Martinico, the Dutch of St. Eustacia and Curaçoa, the Danish of St. Thomas, and the Swedish of St. Bartholomew, had their share in this commerce; but since the Island of Trinidad was taken by the British, in 1797, they have obtained all the trade of that country, where they have established commercial connexions, even as far as the central point of South America, in Santa Fé de Bogota, capital of the Kingdom of New Granada, whose bishop, a dealer in human flesh, carried on, in 1788 and 1789, the negro trade, in conjunction with an English house in Dominica."

Humboldt, in 1803, estimated the exports of Venezuela at nearly 6,000,000 of Spanish dollars, equal to 1,333,333½ English money. The exports of La Guayra amounted according to his statement, to 2,400,000 dollars; those of Cumana and Nueva Barcelona, to 1,200,000 dollars; of Maracaybo and Angostura to 1,000,000 dollars; and those of Carupano and some smaller ports to 800,000 dollars. During the war of independence agriculture was much neglected, and the amount of exports decreased. In 1824, a year after that event had taken place, the exports of La Guayra did not exceed 1,650,000 dollars, though some of the articles sold at a higher price. The disturbed state of the country has prevented the trade from improving, as is apparent from the British imports, which, though by far the most important, did not exceed 200,000½ annually, between 1829 and 1837, on the average of that period.

STATEMENT of the Value in currency dollars of Imports into, and Exports from, the Republic of Venezuela, with the Amount of Duties thereon, distinguishing the Trade with each Country, in the Year ending the 30th of June, 1839.

C O U N T R I E S.	V A L U E.			D U T I E S.		
	Imports.	Exports.	TOTAL.	Imports.	Exports.	TOTAL.
	dollars.	dollars.	dollars.	dollars.	dollars	dollars
Germany	465,504	775,023	1,242,127	161,834	38,980	199,805
Sardinia	6,273	30,430	26,703	2,668	580	3,624
Denmark	955,274	536,911	1,492,185	239,640	29,046	268,687
United States	1,217,227	2,006,987	3,224,214	243,090	95,972	329,009
Spain	162,454	543,808	705,763	23,953	23,628	46,882
France	205,505	520,789	726,295	64,577	22,909	87,076
Great Britain	987,048	746,418	1,727,466	291,673	89,227	384,902
Holland	265,133	21,593	466,747	56,654	8,695	65,380
Mexico	653	8,822	9,675	344	440	714
New Granada	31,333	1,118	32,452	241	9	251
Sweden	857	2,113	3,071	4	2	6
Other Countries	14,961	3,072	18,033	10,282	479	10,761
Total value, dollars....	4,302,548	5,371,188	9,573,736	1,000,173	260,388	1,260,562
" £ sterling....	717,091	895,198	1,612,289	181,605	43,306	228,693

Report on the Trade of Venezuela, drawn up from Official Returns at Caraccas, and published by the Minister of Commerce and Agriculture, in his Official Bulletin, 1845.

Imports.—The total imports for 1841-42, were estimated at 25,220,000 francs, and in 1843-44, they fell to 17,636,000 francs (twenty-five francs to one pound sterling).

Exports.—The exports for the same period fell from 30,412,000 to 23,867,000 francs.

* A great quantity of Venezuela cocoa, commonly called Caracca, is exported to Vera Cruz. —*Ibid.*

Decrease of Trade.—The total value, therefore, of the trade of 1843-44, gives a diminution of 14,129,000 francs, or twenty-five per cent, in comparison to that of 1841-42, and of 6,025,000 francs, or twelve per cent on that of 1842-43.

Cause.—The cause of this decrease is attributed to the badness of the seasons during the last few years—it greatly affecting the breeding of beasts and agriculture, which are the trading resources of the country. The rapidly progressive steps taken by this trade during the first twelve years of its political existence, from 1830 to 1842, was mostly owing to the credit which a country, possessing such vast resources, easily procures, at its first outset in the commercial world.

Foreign Capital.—By means of foreign capital, borrowed at fifteen, eighteen, and even twenty per cent, agricultural proprietors, having carried on their operations to an unlimited extent, an epoch of pecuniary embarrassment had overtaken them, thus creating many failures, whilst others, not so unfortunate, were compelled to retrench their expenses and their purchases, which naturally was seriously felt by the exterior trade.

Amount of decrease per Countries.—In the following tables, showing the nature and value of the merchandises composing the trade of Venezuela, it will be more particularly remarked, that the trade of Denmark and its colonies has decreased in the whole 2,803,000 francs; that of France, 1,787,000 francs; that of Spain, 1,500,000 francs; and that of England, a little more than 1,000,000 francs. The trade with the Hanse Towns and Netherlands, has remained pretty much the same. The United States is the only country which has at all increased in its trade with Venezuela. It purchases in general inferior coffee, the better quality being consumed by Germany; of 3,000,000 of kilogrammes of the latter quality, being about one-fourth part of the total exportation of this article, Hamburg took 2,500,000 in the years 1843-44, the remainder went to Bremen; the Hanse Towns are the most advantageously placed in the trade of Venezuela. From 1831 to 1842, the French trade with this country greatly developed itself. During those eleven years, its envoys rose from the paltry sum of 120,000 francs to 3,161,000 francs! and its purchases at Venezuela, from 537,000 francs to 3,886,000 francs! No other country had increased its trade with Venezuela so rapidly and in so short a time. If this trade has fallen off from 1842 to 1844, it is not the only country which experienced at that time this kind of stagnation.

Denmark, or rather the Danish possession St. Thomas, has also experienced a similar decrease in its trade with Venezuela. In 1831 its total value amounted to 7,376,000 francs, in 1841 it was estimated at more than 9,000,000 francs, but in 1843 it did not exceed 4,297,000 francs. The Island of St. Thomas, a well-known entrepôt for the trade of Europe with the continent of America, loses much of its importance in proportion as the trade with this part of America becomes more *direct*. It is the same with the Island of Curaçao which greatly affected the exchanges of the Netherlands. Its transactions with Venezuela in 1831 valued 843,000 francs; in 1841, 3,140,000 francs; and in 1843 they suddenly fell to 2,374,000 francs; and although they were more considerable in 1844 than in 1843, nevertheless its trade with Venezuela seems gradually relaxing.

Several other countries of America have a small trade with Venezuela, which may increase in importance as their population progresses, and more particularly are distinguished under this head Mexico and New Granada. Sardinia and Belgium are also beginning to frequent its ports. If we compare the years 1842 and 1843, we find the importations of *tissues* during the latter period to have considerably decreased, whereas *specie* had greatly increased, this latter causing, no doubt, the fall in the *tissues*.

Exports.—Among the exports, *coffee, tobacco, indigo, cotton*, and *specie* have greatly decreased. Of *coffee*, the exports in 1841 amounted to 13,500,000 francs; in 1842 they fell to 10,113,000 francs; and in 1843 to 8,893,000 francs. The Venezuelan treasury depending principally upon the customs' duties, necessarily experiences a great reduction in its revenue.

Customs' Dues.—In the year 1840, when this republic had attained the height of its prosperity, these duties amounted to 9,000,000 francs; in 1843 they were estimated at only 5,669,000 francs, of which 5,276,000 francs were levied on the imports, or thirty per cent of the total value imported.

Imports.—Of 17,636,000 francs of imports, the ports of *La Guayra* received 9,738,000 francs; *Puerto Cabello* 2,984,000 francs; *Maracaybo* 1,922,000 francs; *Cumana* 812,000 francs; *Angostura* 631,000 francs, &c.

Exports.—Of 23,876,000 francs of exports, the ports of *La Guayra* contributed 9,184,000 francs; *Puerto-Cabello* 6,094,000 francs; *Marucaybo* 2,606,000 francs; *Angostura* 2,416,000 francs; *Maturin* 875,000 francs, &c.

Coasting Trade.—These six ports had more than seven-eighths of the whole Venezuelan trade; the others, such as *Barcelona*, *Guaira*, *La Vela*, &c., confined themselves more particularly to the coasting trade.

Cattle Trade.—*Maturin* monopolises the cattle trade.

GENERAL Trade of different Countries with Venezuela, in 1842, 1844.				PRINCIPAL Articles of Import.	
COUNTRIES	Imports.	Exports.	TOTAL.	ARTICLES.	Francs.
	fr.	fr.	fr.		
United States.....	3,116,000	6,870,000	9,986,000	Tissues of cotton.....	5,464,000
England and its colonies....	3,094,000	4,032,000	9,126,000	" of thread.....	3,094,000
Hanse Towns.....	2,724,000	3,510,000	6,234,000	" of silk.....	621,000
Spain and its colonies.....	871,000	4,342,000	5,213,000	" of wool.....	596,000
Denmark and its colonies....	2,863,000	1,434,000	4,297,000	Flour.....	882,000
France and its colonies.....	1,546,000	1,738,000	3,284,000	Provisions.....	755,000
Netherlands and its colonies.	1,248,000	1,125,000	2,373,000	Hardware.....	571,000
Mexico.....	37,000	591,000	628,000	Soap.....	525,000
Other countries.....	137,000	221,000	362,000	Wine*.....	454,000
Total	17,636,000	23,867,000	41,503,000	Specie.....	1,746,000
Total of the year 1842..	20,439,000	27,089,000	47,528,000	* 20,000 dozen bottles and 71,000 arrobes in casks.	

EXPORTS, 1843, 1844.

ARTICLES.	Quantity.	Value.	Whence exported.	Quantity.
	kil.	fr.		kil.
Coffee.....	13,244,000	8,893,000	United States.....	6,694,000
			Hanse Towns....	2,984,000
			England.....	1,706,000
			France.....	899,000
			Denmark.....	715,000
Cocoa.....	4,107,000	5,404,000	Spain.....	2,670,000
Cured hides.....	number.	2,584,000	France.....	532,000
	627,600		Mexico.....	432,000
Indigo.....	kil.	1,322,000	Principally to the United States.	
Tobacco.....	1,172,000	1,050,000		
			United States.....	132,000
			Hanse Towns....	1,167,600
Cattle.....	number.	717,000		number.
	14,894		England.....	12,523
			France and its colonies.....	1,839
Cotton.....	kil.	600,000		kil.
	954,000		England.....	373,000
			Hanse Towns....	160,000
			Spain.....	147,000
			France.....	139,000
Mules and Horses.....	number.	643,000		number.
	1,848		England.....	1,584
Dibidivi.....	kil.	208,000		kil.
	2,121,000		England.....	2,084,000
				fr.
Specie.....	...	912,000	Denmark.....	401,000
			Netherlands.....	179,000
			Spain.....	170,000

NAVIGATION from the 1st July, 1840, to the 30th of June, 1841.

P O R T S.	E N T E R E D.				D E P A R T E D.			
	Vessels of the Republic.		Foreign Vessels.		Vessels of the Republic.		Foreign Vessels.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
	number.	tons.	number.	tons.	number.	tons.	number.	tons.
La Guayra.....	28	2,414	197	31,560	22	2,698	173	28,714
Puerto Cabello.....	27	2,479	151	16,862	24	2,073	162	17,187
Angostura.....	44	2,163	10	1,780	170	8,944	40	5,389
Maracaibo.....	20	2,206	35	5,344	32	2,578	48	6,973
Maturín.....	29	482	7	439	247	5,407	54	1,731
La Vela.....	41	1,675	30	1,322	23	1,063	26	1,219
Guiría.....	23	506	1	30	506	3,022	11	121
Cumana.....	13	1,094	11	750	8	625	14	901
Marcelona.....	21	998	8	350	11	910	0	363
Carupano.....	19	215	8	771	37	532	14	866
Adicora y Juyavá.....	..	..	..	..	23	1,439	2	59
Pampatar.....	68	577	2	43	103	802	2	43
Juan Griego.....	17	317	7	19	72	651	16	415
Cumareho.....	..	..	..	..	19	109	14	243
Clayton.....	..	..	..	..	1	101	..	..
Rioguribe.....	..	..	..	..	6	96	3	288
Higueroti.....	..	..	..	..	2	136	2	194
Total.....	351	15,186	461	58,788	1316	31,315	591	64,882

TRADE OF VENEZUELA WITH FRANCE IN THE YEARS 1842, 1843, AND 1844.

The value of the trade of France is as follows (the direct operations only):—

Imported into France from Venezuela	3,142,099 francs.
Imported into Venezuela from France	3,348,235 „

Total . . . 6,491,034. „

In 1838 this trade did not exceed 4,500,000.

In the French imports, coffee, in 1842 (special trade), 1,203,824 francs (1,416,264 kilogrammes); cotton, 493,429 francs (274,127 kilogrammes); Indigo, 518,416 francs (32,401 kilogrammes); skins, raw, 305,422 francs (169,679 kilogrammes); cocoa, 174,933 francs (194,370 kilogrammes), &c.

In the French exports, silken tissues, 730,956 francs; cotton, 187,771 francs; wines, 164,589 francs; brandy, 118,633 francs; paper, books, and engravings, 150,834 francs; pottery, glass, and crystals, 106,510 francs; perfumery and soaps, 187,000 francs; cloths, 145,000 francs; mercury and fashions, 136,000 francs; linen cloths, 95,500; gold and silverware, jewellery, manufactured metals, and Parisian industry, 148,000 francs, &c.

Navigation.—According to official documents, the navigation, in 1843, gave employment to fifty-one vessels, measuring 8477 tons, all French except five, giving an increase, in comparison with 1842, of six vessels, and 1314 tons; in 1844 there were only twenty-eight vessels, measuring 4315 tons, of which twenty-three were French.

EXPORTS from Venezuela to France.			IMPORTS into Venezuela from France.		
ARTICLES.	1843	1844	ARTICLES.	1843	1844
Coffee.....	francs. 1,460,000	francs. 942,000	Tissues of silk.....	francs. 435,000	francs. 443,000
Indigo.....	512,000	339,000	„ of wool.....	135,000	249,900
Raw hides.....	431,000	274,000	„ of cotton.....	112,000	121,000
Cotton.....	310,000	132,000	„ of flax.....	68,000	55,000
Cocoa.....	229,000	315,000	Wines.....	139,000	82,000
			Paper, books, and engravings ..	97,000	170,000
			Cured and tanned hides ..	88,000	151,000
			Perfumes, &c.....	80,000	128,000

Indianas and cotton-stuffs have been furnished, up to the present time, by England, Germany, and Switzerland. This latter country exports only indianas of middling quality. The Americans introduce their common cotton domestic stuffs into Venezuela.

Ordinary and fine linens are, in general, imported from England and Germany.

Woollen cloth comes principally from France, and also from England, Belgium, and Germany, of the ordinary qualities.

Silks are from France, England, and Germany. England imports but small quantities, generally of Indian *foulards*, and stuff for cravats and waistcoats; Switzerland imports plain ribbons; Germany copies French designs, furnishes stuffs and velvets of silk. Yet France exports to Venezuela all kinds of stuffs of silk, either pure or manufactured. Hardware comes from England and Germany; it is a very considerable article. Glassware almost exclusively from Germany. Real and false jewellery also from Germany. Delfware is imported by England.

Glass, which on account of the bad roads in Venezuela, cannot be transported but by a very few routes, is furnished, the common quality by Germany, and the fine qualities by France and England.

Furniture is imported by the Americans. It is imported in *pieces*, as a precaution against the difficult communications and the intensity of the heat.

Eatables arrive from America, Spain, and in small quantities from France.

Wine comes from Spain, America, and France. France exports to Venezuela the red wines of the Gironde in hogsheads or butts. The Spaniards and Americans furnish the sweet wines of Malaga and the red wines of Catalonia. The French wines of Languedoc are nearly analogous to those advantageously exported by the Catalonians. The trade of liqueurs is of some importance at Venezuela, and may yet be of much greater consequence; it is also a very good article for a cargo for navigation.

Soaps come almost exclusively from America; they find a market on account of their softness and low price.

Perfumes are almost exclusively from France.

Tanned goods are introduced by the French and Americans, the former bring skins and the latter the leather. This branch of importation has greatly diminished on account of the number of tan-houses established in the country.

Arms.—The low price of the German and Belgian weapons give them the priority, except rich weapons.

CHAPTER VII.

BRITISH CONSULAR RETURN OF THE TRADE OF VENEZUELA IN 1844-1845.

In comparing the value of the imports of the present year with the imports during the two previous years, there has been an increase of $12\frac{1}{2}$ per cent, as respects 1843 and 1844; and a diminution of 2.6-7 per cent as respects 1840-1841, the year in which the amount of imports was greatest.

In the value of the imports from Great Britain, there has been an increase of 20.1-8 per cent as compared with the imports from thence in 1843-1844.

Their amount in 1843 and 1844, having been 203,764*l.*, and in 1844-1845, 244,773*l.*

In the general exports there has been a decrease of $6\frac{1}{2}$ per cent, as compared with the exports in 1843-1844, and of $28\frac{1}{2}$ per cent as compared with them in 1841-1842, the year in which the amount of exports was greatest.

As respects the exports to Great Britain there has been an increase in 1844-1845, of 14.7-10 per cent, the respective amounts being, in 1843-1844, 161,283*l.*, 1844-1845, 185,080*l.*

But there is a diminution of 1.1-8 per cent as respects 1842-1843, the year in which the exports to Great Britain were the greatest.

The statements hereafter furnish the particulars of the description and value of the principal articles of import and export, and of the amount of gold and silver coin imported and exported in 1844-1845.

Eight hundred and fourteen Venezuelan vessels, with a tonnage of 26,566 tons, entered the ports of the republic; and 1490 vessels, with a tonnage of 36,778 tons departed therefrom in 1844-1845; whilst 414 British and other foreign vessels, with a tonnage of 59,650 tons, entered, and 491 vessels, with a tonnage of 67,739 tons, departed therefrom during the same period.

Of the foreign vessels that entered fifty-six were British, with a tonnage of 9355 tons, and of those that departed, 119 were British, with a tonnage of 12,866 tons.

Of the total value of imports, say 793,877*l.*; 187,706*l.* were imported in Venezuelan vessels; and 606,170*l.* in British and other foreign vessels; and of the total value of exports say 894,745*l.*; 177,339*l.* were exported in Venezuelan vessels, and 717,406*l.* in British and other foreign vessels.

The rate of duties on the amount of imports chargeable with a duty was, in 1841-1845, 37½ per cent, it having been 35½ per cent in 1843-1844, and 34½ per cent in 1842-1843.

The duties on exports have been taken off since the 11th of May, 1844.

The following are the rates of duties on amount of imports paid in 1844-1845 respectively by the under-mentioned countries, including in the calculation the duties termed "subsidiary," and a duty on imports charged on the entrance of vessels at "La Guairia," on amount of imports chargeable with a duty; Great Britain, 32-2-3 per cent; France, 32-4-5 per cent; United States 53-4-5 per cent.

On amount including goods admitted duty free: Great Britain, 29-7-8 per cent; France 27-1-3 per cent; United States, 34½ per cent.

The duties on warehousing of goods amounted in 1844-1845 to 825*l.*

The annexed statement, shows the amount collected for dues and charges on shipping during 1844-45, to have been 9303*l.* 14*s.* 5*d.*

The minister of finance states in his report to congress that if the amount in 1845 of the national income, 89½ per cent was derived from duties on customs; such duties; therefore, bear the proportion of 71½ per cent to the total amount of national and municipal income of the year.

Notwithstanding the high rate of duties levied on imports into Venezuela, there is a very general clamour for their increase, and for the establishment of commercial restrictions and prohibitions upon the delusive assumption that such measures are the only panaceas, excepting that of raising another Anglo-Venezuelan loan, which can be adopted by congress and the country, for relieving the embarrassments of the necessitous and indebted agriculturists, and for affording, according to the Venezuelan popular theory, the indispensable protection to native industry.

This retrocession from the sounder notions of commercial and financial policy, hitherto prevalent in Venezuela, is the result of the excitement engendered by the establishment at Caracas in 1843, by two or three of the principal proprietors and directors of the so-called "National Bank," of a periodical designated as *El Promotor*, in which, with a view to personal and party objects, the most subversive principles were set afloat, and the most inflammatory language was directed against foreigners, the doctrines of commercial freedom, and especially against the laws which afford the only real legal security for commercial and money transactions in Venezuela in respect of establishments and individuals, not like the national bank, clothed with the extraordinary powers and privileges of the Venezuelan fisc.

From the appearance of this mischievous paper to the present time, the nation has been designedly kept in a state of morbid irritability against, and distrust of, foreigners; and, as a consequence, the illiberal Spanish colonial system of prohibition and restrictions has been openly upheld and advocated by the several contending parties, as the surest means of acquiring political capital.

Owing to this feverish and diseased state of the public mind, to the tardiness and want of confidence in a faithful administration of justice, and to the consequent increasing disregard and callousness of debtors concerning their character and commercial credit, the trade of the country is not generally considered, by competent judges, to be in a sound or healthy condition; and notwithstanding the increase of British imports, the trade is, in fact, fast dwindling into a species of retail trade in the hands of petty dealers.

Two long established commercial houses lately wound up their affairs. On doing this they declared "We have held on for a long time in doubt, in the hope of some favourable change, but, alas, to end in disappointment."

Neither of these commercial houses have been replaced by the establishment of other British firms.

The president, General Soublette is fully sensible of the erroneous views taken by his countryman in respect to the question of commercial freedom, and the suicidal measures, by the adoption of which they vainly flatter themselves Venezuela will be enabled to place her trade and finances upon a sound and healthy footing.

The value of foreign merchandise imported into Venezuela in 1844-1845, in transit for New Granada, amounted to 132,216 dollars 97 cents, equal to 21,154*l.* 14*s.* 2*d.*; of which amount 118,492 dollars 71 cents, equal to 18,049*l.* 4*s.* 7*d.*, was introduced through the port of Maracaybo, and 13,784 dollars 26 cents, equal to 2205*l.* 9*s.* 7*d.*, through that of Angostura.

The amount of British merchandise through the two ports was as follows: through Maracaybo 47,339 dollars 26 cents, equal to 7574*l.* 5*s.* 7*d.*; through Angostura 4928 dollars 42 cents, equal to 788*l.* 7*s.*; total, 52,267 dollars 68 cents, equal to 8362*l.* 12*s.* 7*d.*

Caraccas, February 16, 1846.

CUSTOM HOUSE Value of Exports from Venezuela, including Gold and Silver Coin and Bullion during the Year ending the 30th of June, 1845.—Exchange Six Dollars and a quarter to the Pound Sterling.

C O U N T R I E S.	A m o u n t.		R e m a r k s.
	dollars.	£ sterling.	
Great Britain and British colonies.....	1,156,751		Subsequent to the 1st of July, 1844, the Duties on Exports have been taken off.
United States.....	1,376,590		
Denmark, and her colonies, St. Thomas.....	441,336		
Germany, Bremen, and Hamburg.....	701,685		
Spain and her colonies.....	1,012,747		
France, and French West Indian Colonies.....	477,494		
Holland and her colony, Curacao.....	268,135		
Mexico.....	81,551		
New Grenada and Goajira.....	6,000		
Hayti.....	540		
Sardinia.....	43,557		
Austria.....	22,000		
Various countries not mentioned in official returns.....	761		
Total.....	5,592,159	894,745	

COMPARISON of Amount of Exports.

	dollars.	£
In 1843, 1844.....	5,066,726	834,076
In 1844, 1845.....	5,592,159	894,745
Decrease in 1844-5, $6\frac{1}{2}$ per cent.....	374,567	59,931

COMPARISON of the Value of Exports to Great Britain.

	dollars.	£
In 1843, 1844.....	1,008,023	161,283
In 1844, 1845.....	1,156,751	185,080
Increase in 1844-5 14 7-10 per cent.....	148,728	23,797

STATEMENT of the Description and Value, as per Manifest, of the different Articles of Foreign Manufacture imported into Venezuela during the Year ending the 30th of June, 1845. Exchange Six Dollars and a quarter to the Pound sterling.

A R T I C L E S.	Value.	A R T I C L E S.	Value.	A R T I C L E S.	Value.
	dollars.		dollars.		dollars. £ ster.
Account books, maps, music, drawings, &c.	4,692	Brought forward....	2,150,273	Brought forward....	3,343,310
Animals, live.....	1,876	Hats and bonnets.....	31,149	Silks.....	158,560
Barrels and casks, beer ...	18,846	Instruments of agriculture and art.....	16,187	Skins of animals.....	8,967
Books, printed.....	24,585	Jewellery, fine.....	13,895	Silver, manufactured.....	110,813
Boots and shoes.....	6,197	Ditto, false.....	4,613	Stills.....	223
Buttons.....	1,000	Lace.....	6,027	Spirits.....	63,862
Carriages, carts, and wheelbarrows.....	12,882	Lamps.....	1,623	Thread.....	37,816
Cider.....	2,348	Leeches.....	1,950	Tiles and bricks.....	2,922
Clothing, ready-made.....	16,711	Linens.....	811,941	Timber.....	7,912
Coal.....	620	Medicines and drugs.....	31,475	Tobacco.....	60,801
Cordage.....	10,020	Mills, sugar.....	7,510	Tortoiseshell and ivory....	3,683
Cottons.....	1,533,151	Musical instruments.....	5,521	Toys.....	1,606
Earthenware.....	30,083	Ornaments for public buildings, churches, &c.	3,270	Walking-sticks.....	974
Flour.....	228,705	Paint and paint-brushes ..	1,002	Waxes.....	6,843
Furniture, house.....	13,629	Paper of all sorts.....	33,798	Wines.....	126,086
Glassware, fine.....	3,679	Perfumery.....	11,117	Woollens.....	158,734
Ditto, common.....	26,528	Pictures, and picture-frames.....	2,324	Watches.....	1,606
Glass plate.....	2,247	Pitch and tar.....	2,115	Sundries.....	6,595
Gowns, artificial flowers, fans, &c.....	4,989	Printing-presses.....	2,672	Ditto, not specified in official returns.....	168,092
Grain, seeds, and plants..	82,779	Provisions, groceries, &c., including oil and vinegar.....	201,506	Total.....	4,270,350 683,357
Gunpowder.....	5,307	Saddlery, harness, &c.....	2,242	Foreign gold and silver coin.....	691,377 110,620
Hardware, and articles of iron.....	125,601			Grand Total.....	4,961,727 793,877
Carried forward.....	2,150,273	Carried forward.....	3,343,310		

* This item consists of coniture, pumps, playing cards, cut stone, spectacles, and steam-engines.

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STATEMENT of the Total Quantity, Custom House average Valuation, and Total Value of Articles exported from Venezuela during the Year ending the 30th of June, 1845. Exchange at Six Dollars and a quarter to the Pound sterling.

EXPORTS.	Quantity.	Value.		Total Value.	
		dirs.	cts.	dollars.	£ sterling.
Animals, various.....No.	4,433	4	97½	39,032	
Bark of the mangrove-tree.....	.....	.....	.....	470	
Cables, grass.....No.	286	5	20	1,487	
Cattle.....do.	17,681	9	93½	175,819	
Cheese.....hhds.	128,484	0	6½	8,023	
Chocolate.....do.	385	0	31½	241	
Cigars and cigarettes.....No.	68,100	0	0 15-16	639	
Cocoa.....lbs.	7,571,170	0	14½	1,114,734	
Coffee.....do.	29,084,771	0	8 1-6	2,332,670	
Confiture.....	.....	.....	.....	365	
Copper, old.....lbs.	9,602	0	10½	1,028	
— ore.....do.	201,000	0	1	2,100	
Cotton.....do.	1,006,616	0	8½	84,569	
Dividiv.....do.	982,000	0	1	9,826	
Donkeys.....No.	302	1½	10½	3,055	
Drugs.....	.....	.....	.....	500	
Earthenware.....	.....	.....	.....	444	
Eggs, fowls.....	.....	.....	.....	361	
Fish, salt.....lbs.	372,980	0	3 1-9	11,686	
Fruits.....	.....	.....	.....	4,640	
Goats.....No.	408	1	53	718	
Hammocks.....do.	83	5½	80½	468	
Hats, straw.....do.	14,754	1	66½	21,018	
Hides, ox.....do.	358,991	2	7	741,750	
— of other animals.....do.	403,219	0	32½	150,504	
Gum.....	.....	.....	.....	965	
Horns of cattle.....No.	128,557	0	1½	2,173	
Horses and mares.....do.	286	69	32½	19,881	
Indian corn, and other grain.....	.....	.....	.....	16,004	
Indigo.....hhds.	295,546	0	97½	2,48,277	
Mear, salt.....do.	130,960	0	6½	8,526	
Mules.....No.	1,472	81	40½	115,800	
Oils, vegetable.....	.....	.....	.....	8,011	
— fish.....	.....	.....	.....	1,817	
Palm.....	.....	.....	.....	50,332	
Plantains.....boat loads	27,717	1	81½	6,114	
Poultry.....No.	18,056	0	31½	492	
Rope, grass.....	.....	.....	.....	823	
Sarsaparilla.....hhds.	4,710	0	16½	1,571	
Sheep.....No.	1,025	1	5½	614	
Snuff.....bottles	506	1	1½	434	
Spirits.....barrels	30	14	47	3,660	
Starch.....lbs.	105,000	0	8½	14,517	
Sugar, common brown, called "Papelon".....	.....	.....	.....	44,815	
— muscovado, and a small quantity clayed, unrefined.....hhds.	814,351	0	5½	3,698	
Sundry articles not specified in official returns.....	.....	.....	.....	13,756	
Timber for building.....	.....	.....	.....	279	
Tallow.....lbs.	5,120	0	5½	79,675	
Tobacco.....do.	560,058	0	12½	2,063	
Turtles.....	.....	.....	.....	3,806	
Vegetables.....	.....	.....	.....	28,506	
Woods, dyed.....	.....	.....	.....	11,486	
Exports from the port of Cumarebo not detailed in official returns.....	.....	.....	.....	.....
The above are Venezuelan productions.....	.....	.....	.....	.....
Total.....	.....	.....	.....	5,454,778	872,784
Foreign gold and silver coin.....	.....	.....	.....	137,881	21,981
Grand Total.....	.....	.....	.....	5,592,659	894,745

COMPARISON of the Value of Imports and Exports in 1844, 1845.

Total value of Exports in 1844, 1845..	dollars.
" " Imports in 1844, 1845..	5,592,169
Excess of Exports over Imports, or 12½ per cent.	630,492
	100,860

Prices per quantity are never given in the Venezuelan official statements, therefore, been necessary to make the calculation.

STATEMENT of the Value of Gold and Silver in coin and bullion Imported into and Exported from Venezuela during the Year ending the 30th of June, 1845. Exchange Six Dollars and a quarter to the Pound sterling.

ARTICLES.	Amount Imported.		Amount Exported.	
	dollars.	£	dollars.	£
Gold coin				
Silver coin				
Total.....	691,377	110,620	137,381	21,981
			691,877	110,620
Excess of imports over exports in 1844, 1845.....			453,996	68,639
Description of coin not classified.				

Gross Return of Venezuelan, and of British and Foreign Vessels that arrived at, and departed from, the principal Ports within the Consulate-general of Venezuela during the Year ending the 30th of June, 1845.

NATIONS.	ARRIVED.		DEPARTED.	
	Vessels.	Venezuela.	Vessels.	Venezuela.
	number.	tons.	number.	tons.
Venezuela.....	814	26,566	1490	36,778
British and other foreign countries.	414	59,650	491	67,739
	1228	86,216	1981	104,517

STATEMENT of the several Amounts collected in the Ports of Venezuela during the Year ending the 30th of June, 1845, for Dues and Charges on Shipping, so far as it has been possible to ascertain the same. Exchange Six Dollars and a quarter to the Pound sterling.

DUES AND CHARGES.	Value.			DUES AND CHARGES.	Value			
	dols.	cts.	£		dols.	cts.	£	s. d.
Tonnage dues.....	23,382	51		Hospital dues at Angostura irregularly levied by a municipal regulation...	Not yet published.			
Anchorage.....	6,996	01		Mole Dues at Puerto Cabello of 1 dol. equal to 3s. 2½d. a day during period of vessels loading and discharging; also a contribution of a quarter per cent on the value of all imports and exports applied to construction and conservation of mole, aqueduct, and bathing-houses; both contributions unfairly imposed by foreign merchants	Not ascertained.			
Entrance of vessels.....	3,669	62		Amount of dues to health officers, captains of ports, government interpreters, and stamps for licence to discharge and load.....	Not stated or accounted for in any official statement.			
Watering.....	4,747	62						
Clearance of vessels.....	486	90						
Passports on embarkation of passengers.....	2,705	00						
Light-houses.....	7,085	01						
Pilotage collected only at Angostura and Maracaybo.....	4,032	18						
Mole dues at Maracaybo and other ports irregularly levied by municipal regulations.....	5,023	41						
Bills of health at Maracaybo irregularly levied by the governor.....	Not stated.							
	58,148	29						9,803 14 5

TRADE OF LA GUAYRA.

LA GUAYRA, the principal sea-port town of Venezuela, is situated in the province of Caracas, on the eastern shore of a small bay, and contains about 7000 inhabitants. Vessels cast anchor in an open roadstead, exposed to the north-east wind, at a distance of from a quarter to half a mile from the wharf, where the holding ground is secure at a depth of from eight to twenty fathoms.

Pilots are not required on the entrance of vessels into this port.

The rise and fall of the tide is scarcely perceptible.

Stone, for ballast, is procured with difficulty, at a cost of from eight dollars (17. 5s. 7½d.), to twelve dollars (17. 18s. 4½d.), per barge-load of five tons.

In front of the custom-house there is a covered wharf about 300 feet in length for the embarkation and debarkation of passengers and goods, and close by on the beach is a fountain of fresh and wholesome water for the supply of vessels.

Cargoes of vessels are shipped or discharged by means of lighters carrying from four to four and a half tons.

The charge for lightefage is four dollars (12s. 9½d.) per load.

The cost of discharging is generally paid by the shipper, but for which he is reimbursed by charging ten per cent on the amount of freight, under the denomination of primage, five per cent of which is in fact for lighterage. The expense of loading is usually defrayed by the exporter.

Foreign merchandise or native produce is conveyed by porters between the wharf and merchants' stores, at an average charge of one rial or 4½d. a load; or, when a package is of such a weight or bulk as to require more than one porter, 9 cents, or 3½d. is paid to each man per journey.

As there is no lazaretto at this port for passengers or goods, vessels having to perform quarantine, anchor two or three miles to leeward of the town, and to avoid being placed in quarantine, a vessel must be provided with a bill of health, duly certified by a Venezuelan consul, or consul of a friendly nation.

Numerous accidents having occurred, both to passengers and goods, upon landing and embarking at the wharf, owing to the heavy ground swell in the roadstead, the municipality of this town, entered into a contract with an American engineer, to construct a breakwater, together with a small lighthouse at the point, and a building as an office for the captain of the port, for the sum of 275,000 dollars, 44.000l.

This breakwater was commenced in March, 1844, and is now rapidly drawing towards completion; but owing to an accumulation of sand on the inner side, washed in by the currents, unfortunately, it has not answered the expectations of the authorities or the engineer, and fresh works will have to be constructed to render it of any material or practical benefit to trade.

Small coasting craft of from about twelve to eighteen tons' burden, are able to anchor within its influence.

No reduction in the charge for the shipment or debarkation of goods has as yet been effected.

Since May, 1839, a duty of two per cent, to be calculated on the amount of tariff duties, with ten per cent addition on imports into La Guayra, has been collected under the denomination of a port charge on entrance of vessels, over and above the port due of 7 cents, 2¾d., per Venezuelan ton on entrance. This is virtually a duty on imports, being paid by the owners or consignees of merchandise.

The proceeds are applicable to local purposes, and, at present, are exclusively devoted to the cost of the construction of this breakwater.

During the Venezuelan financial year, ending the 30th of June, 1844, this duty amounted to 14,442 dollars = 2311l.

A lighthouse due of 6 cents, 2½d., is recovered from national and foreign merchant vessels entering the port of La Guayra from a foreign port with or without cargo; but it is not levied on vessels arriving from another port of the republic.

With the proceeds of this fund it is intended to erect a lighthouse on the Roques; a dangerous group of rocks about seventy-eight miles to the northward of La Guayra, on which many vessels proceeding from St. Thomas and Puerto Rico, and to the United States and Europe, have been wrecked.

During the financial year, ending the 30th of June, 1844, the proceeds of this duty in La Guayra, amounted to 2140 dollars, 342l.

CARACCAS, the capital of the republic and of the province of the same name, situated about 3000 feet above the level of the sea, is separated from the port of La Guayra by a range of mountains rising abruptly from the shore, the principal communication between which is, at present, by means of a mule road of about five Columbian leagues in length, of 6666 feet each league, and 3000 feet at the highest point above the plain upon which Caracas stands, of 6000 feet above the sea.

A carriage road between the capital and this port for some years in the course of construction, has been opened since the commencement of the present year.

It is about two leagues longer than the old or mule road; and before it can be rendered safe and convenient for the general purposes of traffic, a large outlay and some years will be required.

Owing to its present defective state, little, or no reduction has hitherto occurred with respect to the ordinary charges for carriage by mules, since it has been opened.

Articles of furniture, or packages of such a bulk or weight, as previous to its opening could only be conveyed to Caraccas on the shoulders of men at an enormous cost, are now taken up at a very much lower rate; and also bales of goods, crates of glass and earthenware, &c., instead of requiring to be broken up and repacked in smaller parcels for conveyance by mules, are now carried up entire in carts.

Of late years the charge for the conveyance of cargoes has averaged about 1 dollar 50 cents, 4s. 9½d. per mule-load of two quintals = to about 203lbs. English; but at the present time, a bag of coffee, weighing a quintal, or equal to half a cargo, is brought from Caraccas for 31½ cents = 1s.

Besides the before-mentioned import duty of two per cent, a subsidiary duty of two per cent on imports, calculated in the same manner on goods imported into La Guayra, has been levied since July, 1839; and the proceeds of which have been exclusively applied to the construction of the carriage-road between Caraccas and La Guayra.

The proceeds of this duty during the financial year 1843-1844, amounted to 14,442 dollars = 2311*l*.

Besides these amounts, the sum of 40,000 dollars = 6400*l*. out of the national revenue has, since October, 1842, been applied to the construction of this road.

There are two daily posts between La Guayra and Caraccas, from the latter other posts are periodically despatched to different parts of the interior.

A private subscription packet sails weekly between La Guayra and Puerto Cabello.

Packets with mails for the West Indies and England sail from La Guayra on the 7th and 21st of each month; whilst the mails from the West Indies and England are usually delivered at La Guayra on the 12th and 28th of each month, or on the twenty-sixth day after the packet's departure from Southampton.

Both the National Bank of Venezuela (so called) and the Caraccas branch of the British Colonial Bank, have agents at La Guayra.

Weights and Measures.—123 lbs. (libras) Spanish = 125 lbs. avoirdupois; 98,392 ditto = 100 ditto; 25 ditto = 1 arroba; 100 ditto = 1 quintal; 110 ditto = 1 fanega; 108 yards (varas) Spanish = 100 yards English; 3 feet (pies) Spanish = 1 vara; 12 inches (pulgadas) Spanish = 1 foot.

The English gallon is used for the admeasurement of liquids. Four gallons are considered as one arroba. Five wine-bottles as one gallon.

Tonnage.—About 140 Venezuelan tons = 100 tons English; about 112½ ditto = 100 tons United States; and about 134½ ditto = 100 tons French.

The total amount of port dues on vessels entering and clearing with cargo from La Guayra may be estimated at 4s. 0½d. per ton, British admeasurement.

IMPORTS into La Guayra during the Years 1840 to 1844 inclusive.

NATIONS.	1840	1841	1842	1843	1844	Grand Total of the Five Years.	Annual Ave- rage of the Five Years.
	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.
	£	£	£	£	£	£	£
Great Britain, and her colo- nies.....	263,380	139,671	102,596	150,000	93,879	811,526	162,305
Venezuela.....	0..	..	34,508	14,031	26,914	75,953	25,351
United States.....	115,942	119,465	84,595	69,505	81,408	370,975	94,195
Spain and her colonies.....	44,536	41,933	41,069	20,337	30,687	184,562	36,912
Hamburg.....	130,269	118,729	47,062	43,855	43,098	382,713	76,543
Bremen.....	75,705	36,342	24,678	23,098	28,120	190,949	38,190
France and her colonies.....	54,504	77,549	67,065	59,230	25,439	283,847	56,769
Denmark and her colonies...	53,515	60,928	12,580	24,768	18,507	170,298	34,060
Sardinia.....	..	..	..	..	6,644	6,644	6,644
Holland and her colonies.....	4,635	9,111	14,205	5,862	2,482	36,295	7,259
Oldenburg.....	..	..	..	..	1,949	1,949	1,949
Hayti.....	..	308	..	..	..	308	308
Total.....	744,466	602,036	488,358	420,986	360,353	2,616,110	523,224

EXPORTS.

NATIONS.	1840	1841	1842	1843	1844	Grand Total.	Annual Average.
	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.
Great Britain and her colonies.....	65,781	14,724	34,285	60,235	50,014	225,050	45,010
Venezuela.....	..	..	..	8,864	11,229	51,718	17,239
United States.....	..	..	31,620	125,424	96,958	524,093	104,819
Spain and her colonies.....	73,941	120,068	105,702	77,554	90,240	568,431	117,086
Hamburg.....	103,426	149,574	167,647	36,750	32,579	627,914	125,583
Bremen.....	61,424	66,944	20,117	17,643	10,866	114,998	23,000
France and her colonies.....	24,546	22,909	38,534	53,921	33,726	324,480	64,896
Denmark and her colonies.....	86,889	106,633	44,351	25,467	16,887	74,512	14,902
Sardinia.....	14,003	9,855	14,359	..	6,018	16,539	3,308
Holland and her colonies.....	3,574	6,647	..	966	138	9,939	1,988
Oldenburg.....	2,113	4,682	2,040	..	3,397	3,397	6,897
Austria.....	13,934	..	..	..	..	13,934	13,934
Hayti.....	..	82	..	..	..	82	82
Total.....	449,571	601,138	468,666	406,815	346,002	2,172,782	434,556

ARRIVALS during the Five Years ending December 31, 1844.

NATIONS.	1840			1841			1842		
	Vessels.	Venezuelan	Crews.	Vessels.	Venezuelan	Crews.	Vessels.	Venezuelan	Crews.
	number.	tons.	number.	number.	tons.	number.	number.	tons.	number.
British.....	25	5,441	298	12	2,220	137	31	4,589	307
Venezuelan.....	..	..	..	..	..	..	25	3,057	..
United States.....	68	9,713	..	85	11,595	..	80	11,551	..
Spanish.....	26	2,721	..	30	5,299	..	49	6,444	..
Hamburg.....	12	2,810	..	14	2,766	..	8	1,660	..
Bremen.....	8	2,108	..	7	1,936	..	7	1,810	..
French.....	13	2,699	..	26	5,098	..	27	4,431	..
Danish.....	17	2,032	..	31	3,365	..	6	700	..
Sardinian.....	..	..	..	1	207	..	..	..	..
Dutch.....	9	750	..	19	1,611	..	20	1,148	..
Oldenburg.....	..	..	..	..	..	..	..	..	..
Haytian.....	..	..	..	1	48	..	..	..	..
Total.....	178	29,340	..	235	34,154	..	253	35,393	..

ARRIVALS—(continued).

NATIONS.	1843			1844			Grand Total.			Annual Average.		
	Ves-	Vene-	Crews.	Ves-	Vene-	Crews.	Ves-	Vene-	Crews for Two	Ves-	Vene-	Crews for Two
	sels.	zuelan		sels.	zuelan		sels.	zuelan	Years.	sels.	zuelan	Years.
	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.
British.....	25	3,404	212	34	7,442	347	127	23,595	559	25	4,710	280
Venezuelan.....	11	1,192	88	24	2,330	210	60	6,579	298	20	2,193	149
United States.....	73	9,744	479	71	11,023	548	375	53,626	1027	75	10,725	513
Spanish.....	39	5,226	309	59	9,074	662	212	29,761	1001	42	5,953	531
Hamburg.....	12	2,920	138	18	4,254	192	64	14,414	330	13	2,883	165
Bremen.....	8	1,712	50	9	2,306	95	39	9,932	164	8	1,986	182
French.....	21	3,384	241	22	4,554	254	111	20,171	495	22	4,034	247
Danish.....	8	1,114	97	11	2,271	109	73	9,482	206	15	1,896	103
Sardinian.....	..	..	..	2	314	24	3	621	24	1	260	24
Dutch.....	13	850	125	14	518	106	75	4,889	231	15	978	116
Oldenburg.....	..	..	..	1	158	6	1	158	6	1	158	6
Haytian.....	..	..	..	..	..	..	1	48	1	1	48	..
Total.....	210	29,642	1448	265	44,048	2533	1411	173,179	4401	228	34,636	2200

NOTE.—The total number of crews of British vessels that arrived at La Guayra during the Quinquennium, ending the 31st of December, 1844, was 1301, and the yearly average 260.

100 tons. { British register.
United States ditto
French admeasurement. } are equal to about { 140
112½
134½ } tons, Venezuelan admeasurement.

The returns for the years 1840, 1841, 1842, and 1843, only include vessels arriving from British and foreign ports, but the return for 1844 includes all vessels that arrived at La Guayra from other parts of the republic, at which they may have discharged a part of their inward cargoes, as well as those arriving from British or foreign ports. The following statement gives the number of arrivals, with the amount of Venezuelan tonnage and number of crews respectively, from British ports only, during the year 1844: Twenty-five vessels of the burden of 5779 Venezuelan tons, and manned by 261 seamen.

The returns, No. 2, of British and foreign trade, transmitted annually from this vice-consulate to her majesty's legation at Caracas, and from which this statement has been compiled, do not contain any particulars relating to the number of arrivals of Venezuelan vessels, the amount of tonnage, or the number of their crews during the two years, ending the 31st of December, 1841, as such details have been principally included under the head of "Danish" shipping; vessels under the Venezuelan flag having been chiefly employed during that period in the trade between St. Thomas and this port.

DEPARTURES, ending the 31st of December, 1844.

NATIONS.	1840			1841			1842		
	Vessels.	Venezuelan	Crews.	Vessels.	Venezuelan	Crews.	Vessels.	Venezuelan	Crews.
	number.	tons.	number.	number.	tons.	number.	number.	tons.	number.
British	26	5,441	298	12	2,229	137	29	4,208	
Venezuelan .....	..	..	..	..	..	..	17	2,193	
United States	57	8,301	..	70	10,157	..	80	11,663	
Spanish	34	4,970	..	49	6,536	..	52	6,951	
Hamburg	15	3,985	..	21	4,562	..	10	2,288	
Bremen	6	1,773	..	5	1,387	..	8	2,273	
French	22	3,644	..	32	6,125	..	24	4,230	
Danish	13	1,251	..	16	1,621	..	6	888	
Sardinian	1	126	..	1	207	..	..	..
Dutch	8	595	..	13	1,092	..	17	1,197	
Oldenburg	3	651	..	..	..	..	..	..
Austrian .....	..	..	..	1	48	..	..	..
Haytian .....	..	..	..	..	..	..	..	..
Total	184	30,777	..	220	33,904	..	243	35,901	

DEPARTURES—(continued).

NATIONS.	1843			1844			Grand Total.			Annual Average.		
	Vessels.	Venezuelan	Crews.	Vessels.	Venezuelan	Crews.	Vessels.	Venezuelan	Crews for Two Years.	Vessels.	Venezuelan	Crews for Two Years.
	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.	No.	tons.	No.
British	27	3,739	223	34	7,862	348	127	23,539	571	25	4,708	286
Venezuelan	11	1,192	88	18	1,739	153	46	5,124	241	15	1,708	120
United States	73	9,744	497	68	10,599	526	394	50,464	1065	70	10,093	503
Spanish	36	4,870	368	56	8,618	632	227	31,064	1000	45	6,393	500
Hamburg	12	2,920	138	16	3,723	169	74	17,318	307	15	3,483	153
Bremen	8	1,712	69	9	2,306	95	30	9,451	164	7	1,890	82
French	21	3,384	241	19	3,810	215	118	21,263	456	24	4,253	228
Danish	8	1,114	97	10	2,038	99	53	6,932	190	11	1,386	96
Sardinian .....	..	..	..	2	314	24	4	647	24	1	215	24
Dutch	13	850	125	14	518	106	65	4,258	231	13	852	115
Oldenburg .....	..	..	..	1	158	6	1	158	6	1	158	6
Austrian .....	..	..	..	..	..	..	3	651	..	3	651	..
Haytian .....	..	..	..	..	..	..	1	48	..	1	48	..
Total	209	29,540	1828	247	41,735	2,373	1,103	171,917	4201	221	34,383	2100

NOTE.—The total number of crews of British vessels that departed from La Guayra during the Quinquennium ending the 31st of December, 1844, was 1206, and the yearly average was 251.

100 tons. { British register. }
 { United States ditto. } are equal to about { 140 }
 { French admeasurement. } { 112½ } tons, Venezuelan admeasurement.

The returns for the years 1840, 1841, 1842, and 1843, only include vessels departing to British and foreign ports; but the return for 1844 includes all vessels that departed from La Guayra to other ports of the republic, at which they may have taken in a part of their outward cargoes, as well as those proceeding to a British or foreign port. The following statement gives the number of departures of vessels, and the amount of Venezuelan tonnage to British ports, only during the year 1844: Twenty-five vessels of the burden of 5779 Venezuelan tons.

The returns, No. 2, of British and foreign trade, transmitted annually from this vice-consulate to her majesty's Legation at Caracas, and from which this statement has been compiled, do not contain any particulars relating to the number of departures of Venezuelan vessels, the amount of tonnage, or the number of their crews, during the two years, ending the 31st of December, 1841, as such details have been principally included under the head of "Danish" shipping; vessels sailing under the Venezuelan flag having been chiefly employed during that period in the trade between St. Thomas and this port.

OBSERVATIONS.—The import and export trade of Great Britain is almost exclusively confined to the port of Liverpool.

It is supposed that about a quarter of the total amount of British goods imported into La Guayra, are on account of German houses; they also import linens and baizes, but not to so large an amount as cottons.

British capital enters into these speculations.
 The principal British mercantile firms of La Guayra are in the practice of charging on consignments of goods from twelve to twelve and a half per cent, for commission, guarantee on sales, warehouse, collection, &c., and returns of proceeds are made at ten months.

IMPORT Trade of La Guayra, in British and Foreign Vessels, during the Year ending the 31st of December, 1845, compared with the Imports during the Year 1844. The Exchange has been calculated at the rate of Six Dollars and a quarter to the Pound Sterling.

NATIONS.	Total Invoice Value of Cargoes in		Increase.	Decrease.	Value of Cargoes.		Total Amount of Duties.	Excess of Imports.	Specie, not included in Value of Imports for 1845.
	1844	1845			Admitted Duty Free.	On which Duty was Paid.			
	Inclusive of Specie	Exclusive of Specie	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	Sterling.	
	Sterling.	Sterling.							Sterling.
British.....	93,879	158,563	64,684	..	6,781	1,1782	46,068	93,933	10,024
Venezuelan.....	26,914	29,546	2,632	..	3,479	20,067	7,773	16,095	
United States.....	81,468	105,290	23,822	..	36,194	69,096	36,130	57,006	
French.....	25,499	55,954	30,455	..	8,654	47,309	13,576	6,139	
Hamburg.....	43,094	41,407	..	1,687	675	40,732	12,635	10,376	
Spanish.....	30,687	41,328	10,641	..	7566	33,652	12,465	..	4,182
Danish.....	18,507	24,464	5,957	..	195	24,309	7,038	2,837	1,955
Bremen.....	29,125	17,370	..	11,166	34	17,332	6,789	9,735	
Swedish.....	..	4,217	4,217	..	1	4,216	1,061	344	
Sardinian.....	6,644	3,611	..	3,033	452	3,159	1,193	..	
Dutch.....	2,482	3,222	740	..	682	2,640	1,004	3,097	
New Granada.....	..	499	499	..	491	8	5	499	
Santo Domingo.....	..	101	101	..	44	97	26	101	
Oldenburg.....	1,949	..	..	1,949	..	..	..	..
Lubeck.....	..	..	..	..	..	..	..	..
Total.....	360,253	486,112	143,688	17,829	65,212	420,900	145,403	200,362	16,761
Total invoice value of imports in 1844, inclusive of specie.....	360,253	..	Excess of Invoice Value of Exports over Imports in 1845.....				..	96,965	
Increase in the invoice value of imports in 1845, or 35 per cent exclusive of specie.....	..	125,859	Ditto, ditto, of Imports over Exports in 1845.....				..	103,397	

EXPORT Trade of La Guayra to Foreign Countries. The Exchange has been calculated at the rate of Six Dollars and a quarter to the Pound Sterling.

NATIONS.	Invoice Value of Cargoes in		Increase.	Decrease.
	1844	1845		
	£	£	£	£
British.....	50,014	64,630	14,616	..
Venezuelan.....	11,229	13,451	2,222	..
United States.....	96,958	48,284	..	48,674
French.....	33,726	49,815	16,089	..
Hamburg.....	32,579	30,831	..	1,748
Spanish.....	60,240	134,308	44,068	..
Danish.....	10,837	21,567	10,730	..
Bremen.....	10,866	8,235	..	2,631
Swedish.....	..	3,873	3,873	..
Sardinian.....	6,618	3,924	..	2,694
Dutch.....	138	125	..	13
Oldenburg.....	3,897	..	..	3,897
Lubeck.....	..	3,672	3,672	..
Total.....	346,602	382,715	95,270	59,157

Total Invoice Value of Exports, in 1845..... £382,715

" " " " in 1844..... 346,602, inclusive of specie.

Increase in the Value of Exports, in 1845..... 36,113, or 10 1/2 per cent, exclusive of specie.

TONNAGE, and Value of the Cargoes of Vessels, which Arrived at, and Departed from, the Port of Maracaybo, during the Year 1838.

COUNTRIES.	ARRIVED.			DEPARTED.		
	Vessels.	Tonnage.	Value.	Vessels.	Tonnage.	Value.
British.....	3	300	£ 6,088	3	300	£ 2,473
French.....	3	582	1,029	2	373	2,098
Venezuelan.....	39	4091	31,455	41	4416	33,576
United States.....	15	1827	11,344	16	1926	27,797
Dutch.....	8	362	3,942	8	362	4,888
New Granadian.....	2	73	93	2	73	565
Total.....	69	7235	53,451	73	7180	71,407

REMARK.—Exchange, six dollars per pound sterling.

PRODUCE and Animals Exported from the Province of Guayana, Port of Angostura, during the Year ending the 31st of December, 1844.

UNDER WHAT FLAG EXPORTED.	TO WHAT PORTS CARRIED.	Cotton.	Indigo.	Horses.	Cocoa.	Coffee.	Dried Hides.	Skins of other Animals.	Cattle.	Mules.	Tonguin Beans.	Tobacco.	Sarsaparilla.	Cheese.	Asses.	Mahogany.		Cedar Boards.	Hammocks.	Balsam Capivi.	Cattle Horns.	Gruas Capies.	Dried Beef.	Invoice Value in Pound Sterling.		
																Boards.	Logs.							£	s. d.	
British.....	Hamburg.....	lbs. 7,800	700	..	..	lbs. 200	No. 10,000	No. 1137	..	..	lbs.	lbs.	lbs.	lbs.	No.	No.	No.	No.	No.	No.	No.	No.	..	..	3,635	7 6
British.....	British colonies.....	..	..	..	..	..	..	..	1923	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3,908	8 0
Venezuelan.....	British colonies.....	..	2,145	44	..	..	..	..	4032	204	..	..	2000	24	..	4	270	..	10	..	..	40	..	..	10,563	8 0
French.....	France and colonies	12,943	2,690	..	10,571	..	7,130	37	533	..	..	..	200	..	..	..	..	4	..	..	..	..	..	..	5,940	6 4
Venezuelan.....	French colonies.....	..	700	1	..	..	..	..	22	742	..	..	..	..	..	..	..	..	23	..	..	..	..	..	1,696	10 9
Spanish.....	Havana.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	925	..	..	..	445	0 0
Danish.....	Bremen.....	10,873	..	..	16,436	..	173	437	..	..	1200	290,270	..	..	..	10	97	100	4	..	575	..	..	..	5,417	6 4
Venezuelan.....	St. Thomas.....	1,500	2,211	..	4,650	..	8,698	..	..	..	..	300	2500	..	..	..	..	..	..	..	..	..	..	..	3,947	9 0
Bremen.....	Bremen.....	5,500	..	..	..	29,100	9,965	191	..	..	1088	784,239	..	..	..	40	82	..	..	560	..	..	..	..	16,769	8 5
Venezuelan.....	Bremen.....	10,080	..	..	..	..	2,494	..	..	..	..	56,213	..	..	..	..	..	..	..	..	..	..	..	..	1,992	9 0
Hamburg.....	Hamburg.....	35,070	..	..	..	25,000	10,000	1189	..	..	..	416,136	..	..	..	29	..	..	..	4000	..	..	..	..	11,155	6 6
United States.....	New York.....	..	500	..	..	17,400	7,755	629	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,782	3 2
Venezuelan.....	New York.....	..	6,390	..	62,652	82,897	327,22	6161	..	1478	..	870	..	..	..	..	500	..	..	..	..	..	..	..	94,166	7 0
Total.....	....	91,668	15,644	45	94,439	154,606	86,437	9923	7272	204	3760	1,598,026	200	4500	24	83	949	100	18	1583	4375	40	925	..	92,354	10 0

The voyage up the Orinoco to Angostura is made, on an average, in from twenty to twenty-five days; they descend in from five to fifteen days.

During the year 1844 the trade of Angostura shows a vast decrease as compared with the previous four years, which averaged in imports 68,160 sterling, whereas in 1844 this has fallen to 22,750. The decrease may be attributed to the following causes, viz.:

The extensive stock of goods on hand from the importations of previous years, which were infinitely more than the consumption of the country required.

The salutary change of reduced and more limited credits introduced into mercantile transactions.

The average value of exports during the last four years was 100,204 sterling. In 1844 it was 92,354.

British manufactures are here more in demand than those of any other country. The exportation of cattle to the British colonies is considerably on the increase.

VALUE of Merchandise Imported at the Port of Angostura from various Countries, during the Year ending the 31st of December, 1844.

UNDER WHAT FLAG IMPORTED.	FROM WHAT COUNTRY AND PORTS BROUGHT.	Invoice Value of Cargoes in Pound Sterling.			
		£	s.	d.	£ s. d.
British.....	British colonies.....	685	8	0	5,318 14 7
Venezuelan.....	British colonies.....	4628	6	7	
French.....	France and colonies.....	1440	19	0	1,676 2 3
Venezuelan.....	French colonies.....	235	8	3	
Danish.....	Denmark and St. Thomas.....	663	6	0	6 165 10 5
Venezuelan.....	Island of St. Thomas.....	5502	4	5	
United States.....	United States.....	96	9	0	4,546 12 0
Venezuelan.....	New York.....	4450	8	0	
Hamburg.....	Hamburg.....	2273	5	0	2,818 9 9
Bremen.....	Bremen.....	1574	8	0	
Venezuelan.....	Bremen.....	1244	1	9	22,798 14 0
Grand total.....	....	....	....	....

GROSS RETURN of the British and Foreign Trade at the Port of Maracaybo during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crew.	Invoice Value of Cargo.	Vessels.	Tonnage.	Crew.	Invoice Value of Cargo.
British.....	No. 14	tons. 2083	No. 110	£ 16,089	No. 14	tons. 2632	No. 115	£ 13,406
French.....	1	173	..	1,884	1	173	..	16
Spanish.....	12	1360	..	27,899	28	2476	..	22,043
Venezuelan.....	21	3207	..	28,214	22	3484	..	44,082
United States.....	7	558	..	2,458	9	600	..	2,223
Dutch.....	1	131	..	11	1	131	..	517
Danish.....	1	185	..	2,790	1	185	..	2,515
Sardinian.....	1	120	..	42	1	68	..	1,646
Bremen.....	1	120	..	42	1	38	..	57
Hamburg.....	1	120	..	42	1	38	..	57
Mexican.....	1	120	..	42	1	38	..	57
New Granadian.....	1	120	..	42	1	38	..	57
Total.....	58	7817	110	79,387	78	9187	115	86,595

PORTO CABELLO.—There arrived at this port, in 1844, from various parts, thirty-two British vessels, 5455 tons, 337 men; invoice value of cargoes, 337,778*l.*: value exported by these vessels, 44,733*l.* The latter consisted chiefly of copper ore, coffee, some cotton, and cattle. There was a falling off this year in the amount of imports, 6645*l.*; and in the exports, of 12,401*l.* of copper ore, the last shipment was made in June, since which the mines, for the present, have been abandoned. The increase in the exportation of coffee, is about 600 tons. The falling off in the export of cotton is nearly 6000 quintals; the low prices in Europe, and the contributions levied on its export for Venezuelan local objects, check the cultivation. The same remark applies to indigo.

Articles exported from Porto Cabello, in 1844 :—copper ore, 505 tons; coffee, 11,032 quintals; cotton, 3759 packs of 100*lbs.*; fustic, 539 tons; sugar (Muscovado), 471 quintals; hides, 1919; bark, forty-four tons; lignumvitæ, ten tons; dividivi, ten tons; cedar logs, seventy-one tons.

CUSTOMS' REGULATIONS—TARIFF OF DUTIES—FINANCES OF VENEZUELA.

Ports of Import and Export.

ARTICLE I. The following ports are hereby declared to be open for the purposes of importation and of exportation :

Angostura in the province of Guayana; Cumana, and Carupano in the province of Cumana; Barcelona in the province of Barcelona; La Guayra in the province of Caracas; Puerto Cabello in the province of Carabobo; La Vela in the province of Coro; and Maracaybo in the province of Maracaybo.

II. The undermentioned ports are hereby declared to be open, only for the importation of goods for their own consumption, and for exportation: Pampatar and Juan Greigo in the province of Margarita, and Guayra and Maturin in the province of Cumana.

III. The sub-custom-house established at the shipping station of Gaza is hereby opened for the purposes of exportations to foreign countries, and at this station may be despatched all vessels desirous of loading at places from the Port of Angostura onto the said station and on either side of the Orinoco.

IV. The custom-houses which are limited to despatch goods for the consumption of the port at which they are situated, may not grant permits for the conveyance of goods to other places.

§ The custom-house of Guayra is hereby excepted from this provision; and on the contrary, is empowered to grant permits for the conveyance of foreign goods to places not open to trade which communicate by rivers with the Gulf of Paria.

V. The executive government is hereby empowered to continue open for the purposes of exportations any of the ports which it may think proper of those that are closed by the present law.

VI. The law of the 22nd of April, 1839, respecting the ports open to trade in Venezuela is hereby repealed.

TARIFF OF CUSTOMS' DUTIES.

The modifications made in 1841, and still in force in the customs' tariff of Venezuela, were unfavourable to commerce. The basis of duty on goods not admitted free, is an *ad valorem* duty of thirty per cent: the importation of salt, cocoa, sugar, and molasses, is prohibited; the importation of spirits, extracted from sugar-cane, unless imported in bottles, is likewise prohibited. There are many articles subject to a specific duty; besides the import duty of thirty per cent, there is also levied ten per cent, calculated upon the amount of the duties, which raises the duty, *de facto*, to thirty-three per cent.

All duties on exports from the ports of the republic cease.

CLASS I. The following articles are admitted free from duty:—

Bricks, bran, moulds for sugar mills, living animals of all kinds, ploughs, peas, rice, oats, scarfs for the use of churches, drills, casks and barrels, pumps of wood or iron for irrigation, coal, carts or waggons, wheelbarrows, surplices and other garments for priests, collections or books of music or drawings, and paper prepared for music or drawings, columns of all kinds for buildings, iron cooking stoves, jackets, staves, juniper berries, baggage of passengers, statues of all sorts, copper or iron sugar or still boilers, Dutch ovens, beans, engravings, mathematical or other scientific instruments, boats of iron or wood set up or in pieces, lentils, parts of sugar mills, printed books and maps, files, Indian corn, apples, cotton gins, machines for dredging, mining, spinning, weaving, and shelling corn, steam engines, gold and silver, pans of copper, brass, or zinc, printing paper, potatoes, carriage and cart wheels, seeds, brushes.

CLASS II.—The following articles pay rates of three per cent, *ad valorem*; gold and silver table services, and generally all stuffs, works, and ornaments made of these precious metals; diamonds, bracelets, &c., &c., of gold, set with precious stones; watch keys of gold or silver, medals and medallions, jewellery, fine, whether set or plain, and rings of gold.

CLASS III.—Articles which pay rates of six per cent, *ad valorem*; viz., barometers and thermometers (four per cent), silk blonde, brocade of gold and silver, and thread of ditto, and cotton lace, embroidery, &c.

CLASS IV.—Articles which pay rates of thirty per cent, *ad valorem*; viz., perfumery of all sorts and fine oils for the toilet, false jewellery and bronze ornaments, &c., works of metal generally, scented waters and essences; alabasters, and works of; chandeliers of glass and metal, canes and sticks of reed, bamboo, &c., with or without mountings on handles, tassels of silk, or other materials; frocks and shirts, made up or in pieces; sofas and couches, carts and playthings for children, ribbons and tapes, &c., not otherwise rated, copper goods not otherwise enumerated, head-dresses and caps, window curtains and blinds, frames for glasses and pictures, plates of metal for furniture, writing desks, inkstands, &c., buttons of bone or wood, &c., musical instruments not otherwise enumerated (surgical and mathematical instruments, twenty per cent), lamps of all kinds, tombstones; books, plain; fine earthenware, watch keys, ordinary woods not otherwise enumerated; all kinds of furniture not otherwise enumerated; razors, ornaments for churches, manufactures of human hair, works of lead not otherwise enumerated, clocks, seals, scissors, dyes, sword-scabards; glass, plain; and *all articles not specially enumerated in this tariff.*

CLASS V.—Specific Rates of Duties on the leading Articles of British Manufactures and Trade, at the rate of 100 cents, equal to 4s. sterling.

ARTICLES.		ARTICLES.	
	Cents.		Cents.
	number.		number.
I. HARDWARES.			
Steel in bars.....	quintal	Counterpanes, embroidered.....	each
Stills.....	128	" stamped.....	100
Copper and brass wire.....	lb.	" up to four quarters in width (pro-	do.
Scales of copper and brass.....	do.	" portionate duty on greater width).....	vara
" iron.....	do.	Dimities (according to width).....	3
Coffee-pots of brass, &c.....	do.	Ordinary cottons.....	5 to 6
" tin.....	do.	Cloths, called "Dolastics" (according to	do.
" plated.....	do.	" width).....	vara
Padlocks of iron.....	doz.	Blankets.....	1½ to 2½
Candlesticks plated, &c.....	pair	Moslins, plain or printed.....	do.
" not plated.....	do.	" fine and embroidered.....	do.
" common.....	do.	Handkerchiefs (according to width).....	do.
Iron pig.....	lb.	Tape, &c., up to three inches in width (pro-	do.
Tin plates, in packages containing 225 sheets	each	" portionate duty on greater width).....	vara
" each.....	250	III. WOOLLENS.	
Lancets.....	doz.	Camlets (barragan) up to four quarters (pro-	do.
Cup / in bars.....	quintal	" portionate duties on greater width).....	vara
Copper ore.....	do.	Baizes.....	12
Coffee mills.....	each	" up to four quarters in width.....	do.
Cotton mills, and those for grinding maize, &c.	do.	Stockings.....	20 to 2½
" do.....	150	Socks.....	150
Knives, ordinary.....	doz.	Drawers and shirts.....	each
Vessels (pots and kettles) of copper.....	lb.	" each.....	200
" brass.....	do.	Carpets, two varas in width.....	do.
" iron.....	quintal	Casimires.....	vara
Lead, raw.....	do.	Merinos.....	25
Pens of iron, steel, or copper.....	gross	Casinettes, &c. (proportionate duty for greater	do.
Presses for stamping.....	each	" widths).....	do.
Anvils.....	quintal	Ribbons, bands, or tapes of wool, up to one	do.
		" inch in width.....	100 varas
		" three inches width.....	do.
		Cords or girdles.....	lb.
		Waistcoats.....	each
		Flannel, up to four quarters wide, (and so on	do.
		" in proportion to width).....	vara
		Blankets.....	do.
		Yarn.....	lb.
		Handkerchiefs, small (large subject to duty in	do.
		" proportion).....	125
		IV. SILK.	
		Sashes of silk.....	50
		Shirts of ditto.....	100
		Ribbons of silk and satin of half an inch in	do.
		" width.....	100 varas

(continued.)

ARTICLES.	Cents. number.	ARTICLES.	Cents. number.
Ribbons of silk and satin, up to three quarters of an inch 100 varas	48	Cinnamon, fine lb.	75
" " up to one inch do.	62	" common do.	6
" " above one inch do.	150	Wax, bleached do.	8
" of gauze, up to two inches in width	3	" unbleached do.	4
" " up to three inches wide do.	4	Locks, &c. of copper doz.	300
" " up to five inches do.	9	" iron do.	150
Silk, corded, for embroidering lb.	150	Strings for musical instruments gross	75
Silk neckchiefs, small doz.	250	Bridle bits of steel each	100
" large do.	400	" plated do.	150
Shawls of silk and wool, up to four quarters	20	Fruits, dried, not specially rated lb.	150
Caps of silk doz.	120	Gums each	4
Gloves of silk do.	50	Flour (wheat) in barrels of from seven to eight arrobas do.	400
Silk stuffs, or silk partially mixed with cotton, up to two-thirds wide, and gauzes of silk, (proportionate duties for greater widths)	25	Maize, barley, and potato flour free.	
Silk or gauze, &c., handkerchiefs doz.	250	Hats, beaver 100	
Tulle, lace, up to four quarters in width (proportionate duties for greater widths) varas	50	" silk 50	
Silk, mowing lb.	100	Glue lb.	4
V. LINENS.		Marble, rough do.	18
Cambrics (batistes), four quarters in width (proportionate duties on greater widths)	25	Mortars, of marble, glass, or alabaster each	50
" other kinds (ditto ditto) do.	20	" of wood do.	25
Linens, called white Irish do.	7 to 10	Wafers lb.	100
" striped, mixed with cotton, called No. 2, three quarters wide (proportionate duties on greater widths) do.	34	Tinzel do.	50
Handkerchiefs, fine, of cambric, with borders, or embroidered doz.	250	Paper hangings 100 varas	100
Linens yarn lb.	25	" writing ream	100
VI. MISCELLANEOUS ARTICLES.		" ruled do.	200
Copper wire, plated lb.	8	Whetstones doz.	100
" plain do.	5	Grinding bones each	100
Iron wire, plated do.	6	Skins, not otherwise rated doz.	150
" plain do.	4	Slates for houses 100	200
Fish, viz.: codfish do.	24	Pens gross	75
" herrings, fresh or salted do.	3	Sago lb.	4
" sardines in oil do.	6	Tallow quintal	200
" salmon do.	5	" prepared do.	400
" other kinds not specified do.	4	Cider, in bottles d.	80
Whalebone do.	2	" in casks arroba	50
		Tobacco (Havana) lb.	10
		" cigars 1000	300
		" cigars from Virginia, St. Domingo, or Porto Rico do.	200
		" same quality in leaf quintal	500
		Snuff lb.	50
		Ink, writing do.	20
		Tea do.	50
		Wine, viz.: burgundy, champagne, madeira, or port, in bottles doz.	300
		" ditto, ditto, ditto, in casks arroba	200
		Vinegar, in bottles doz.	100
		" in casks arroba	50

Boots for men, the pair, one dollar; boots for boys, the pair, seventy-five cents; pitch, the quintal, one dollar; beer, in bottles, the dozen, eighty cents; beer, in other vessels, arroba, fifty cents; brooms, of all sorts, the dozen, fifty cents; pepper, the quintal, three dollars; slates, each, six cents; white pine boards, the 1000 feet, four dollars; pitch pine boards, the 1000 feet, six dollars; shoes for men, the pair, thirty cents; shoes for women, the pair, twenty cents; shoes for children, the pair, six cents.

FINANCES OF VENEZUELA.*

	dollars	cts.	£	s.	d.
Home department	1,073,748	55	=	171,799	15 5
Finance department	1,150,656	00	=	184,184	19 3
Foreign affairs	32,400	00	=	5,184	0 0
War	575,359	29	=	92,057	10 0
Navy	91,291	48	=	14,606	12 10

Total expenditure . 2,923,455 32 = 467,752 17 6

The actual expenditure of the republic, in 1846-1847, will not greatly exceed the official estimates of its income for the same period; namely, 2,076,202 dollars 68 cents, equal to 332,192l. 8s. 7d.

In these estimates are included the sum of 220,000 dollars, equal to 35,200l., for

* The exchanges have been calculated at the rate of six dollars and a quarter to the pound sterling.

payment of a year's dividend on the Anglo-Venezuelan loan; and furthermore, 20,000 dollars, equal to 3200*l.*, for the payment of a year's dividend on the new Venezuelan bonds, issued in part payment of Mr. M'Intosh's claim.

The usual power to apply surplus revenue to the redemption of the foreign debt, of which the executive government was deprived last year, has not been granted to it by the present law; and looking at the increasing jealousy and prejudice against foreigners in Venezuela, I doubt much if this power will be again conferred upon the executive.

However, the usual amount for the gradual redemption and payment of the dividends on the home debt, namely 152,850 dollars, equal to 24,456*l.*, has been allowed; and, as many members of congress are holders of the stock of this debt, there is no likelihood of the power or means for its redemption being diminished or withdrawn by congress.

The revenue from customs' duty, the chief resources, and the mine revenues, are estimated as equal to the expenditure, as Venezuela has hitherto maintained her public credit.

CHAPTER VIII.

MARITIME TRADE OF THE REPUBLIC OF ECUADOR, THROUGH ITS ONLY PORT OF GUAYAQUIL, FOR THE YEAR ENDING THE 31ST OF DEC., 1844.

At this port the whole trade of the year has been less than that of the preceding, owing to the continuance of the yellow fever, and to a failure in the crop of cocoa.

The fever kept away from the port many of the traders of the interior, where the chief part of the merchandise imported is consumed, and to the same cause may be attributed the smaller number of British and other foreign vessels that have entered, as besides the risk of the epidemic, they are subjected to quarantine in the other ports of the coast when proceeding from this; national vessels, therefore (the crews of which having undergone the disease are not supposed to be any longer exposed to it), have had a larger portion of the trade of last year.

Of the other exports it is only in cotton that there is much difference.

1843—Cocoa exported.....	15,388,970	value	£ 170,433
1844	8,565,900	"	105,788
1843—Cotton exported.....	60,000	"	1,520
1844	256,550	"	4,018

NAVIGATION.

N A T I O N S.	ENTERED.			DEPARTED.	
	Vessels.	Tons.	Value.	Vessels.	Value.
	number.	number.	£ s. d.	number.	£ s. d.
1843, Ecuadorian	95	2,401	49,622 0	95	23,706 0
" British	10	2,441	39,130 4	10	43,938 3
" Other foreign	88	9,794	129,871 0	88	179,788 0
Total	193	14,636	218,263 4	193	247,432 3
1844, Ecuadorian	89	4,128	68,302 0	89	50,041 0
" British	2	365	7,321 6	2	8,862 2
" Other foreign	76	10,225	123,320 0	76	137,100 0
Total	167	14,718	209,103 6	167	196,194 2

Of the merchandise imported during the last year there has been a falling off in European manufactures, principally of the finer qualities of cotton, and woollen, and of silks, owing to the continuance of the *mourning* which the people have been kept in by the ravages of the epidemic, but the importation of liquors and articles of consumption for the table (chiefly Spanish) have been unprecedented.

It was decreed, in 1845, to augment and encourage the ship-building establishment at Guayaquil, by exempting all vessels built there from tonnage and anchorage dues, and the partial reduction of the duties on merchandise imported by such vessels. Foreign vessels to pay four reals, or about two shillings per ton; and every vessel of 50 tons, 8 dollars; from 50 to 100 tons, 14 dollars; from 100 to 150 tons, 16 dollars; from 150 to 200 tons, 20 dollars; from 200 to 250 tons, 22 dollars; from 250 to 300 tons, 24 dollars; from 300 to 400 tons, 26 dollars; from 400 to 500 tons, 28 dollars; above 500 tons for every 100 tons, 2 dollars. Value of a dollar about 4s. 3d.

CHAPTER IX.

STATISTICS OF PERU.

WE are unable to bring forward any regular account of the statistics of Peru. The uncertain, ignorant, anarchical character of the government, has prevented any systematic returns being made; notwithstanding that such returns are insisted upon being prepared by the republican constitution of the state: it is not, however, surprising, that this constitutional law should, like the constitution itself, become a nullity. A people which could have endured the absolutism of a Gamara as president, is certainly not yet intelligently educated for self-government, nor for an appreciation of a comprehension of true civil liberty, or of sound commercial and fiscal legislation.

The effects of such an unprepared state for self-government, have been a course of pernicious administration, in regard to national industry and trade.

President Gamara established monopolies, and constantly interfered with the regular course of labour, enterprise, and trade.

He caused the shops and trades to cease their occupations, while his national guards, as he called them, were drilling; in order that those who did not belong to that body, especially foreigners, might be deprived of profiting by the hours when the national guards were acting as soldiers.

The coin was debased by alloy in various degrees. Foreigners, and especially British merchants, have suffered greatly by this debased coin. Exclusive of this, forged coin is prevalent; and valueless base metal is abundantly circulated.

False coin has even been issued, as is well known, from the public mints, as well as by private forgers.

Monopolies of the Guano trade, saltpetre, tobacco, salt, &c., were favourite schemes adopted by Gamara, and unfortunately since he has ceased to rule, a more enlightened spirit does not appear to direct the administration.

One person obtained a monopoly of the exclusive export of copper bars from the mines of Lima. Foreigners were by a decree prohibited from fishing on the Peruvian coasts, under the penalty of confiscating their vessels.

By a decree dated the 29th of July, 1840, guilds of trades were established, to be

composed of all individuals who shall exercise in Lima any craft or manufacturing trade; the object of the formation of these guilds was by compelling foreign artizans who may exercise any craft or trade in Lima, to become members of a guild, to subject them, under the plea of municipal regulations, to the same *forced loans* and *military exactions*, and requisitions to which the native members of such guilds are respectively subjected.

On the 14th of August, 1841, the government of Peru granted to Mr. William Wheelwright, for a period of ten years, the exclusive privilege to navigate vessels propelled by steam, or by any other mechanical power, along the coasts and in the ports of Peru.

The time for the duration of this privilege is to be counted from the period when any of Mr. Wheelwright's steam-vessels arrived in the Pacific; and of which the *Peru* actually arrived at the Chilian port of Talcahuano, on the 21st of September the same year; another, the *Chile*, arrived on the 5th of October. Both vessels entered Valparaiso on the 15th of that same month, and one of these, the *Peru*, arrived at Callao on the 3rd of the following month of November. —(See Pacific Steam Navigation hereafter.)

The government of Bolivia also addressed an order, under date of the 15th of October, to the governor of the littoral province of La Mar, directing him to facilitate, by all means in his power, the despatch of the steam vessels at the only port of Bolivia, La Mar or Cobija, and to allow of pontoons being thereat established, free of all duties, for the deposit of coals.

TRADE AND NAVIGATION OF PERU.

In order to show the progress or decline of trade in Peru, we introduce the following

RETURN of the Value, free on board at Cadiz, of Spanish and Foreign Productions imported into Peru in each Year from 1781 to 1795, both inclusive.—Calculated at the Exchange of 48d. per Dollar.

YEARS.	Value of Spanish Produce.			Value of Foreign Productions.			Total Value.		
	dollars	cts.	£ s. d.	dollars	cts.	£ s. d.	dollars	cts.	£ s. d.
1781	111,052	7	22,090 7 0	309,230	4	61,846 2 0	424,183	3	84,836 13 0
1782	566,218	1	113,243 12 6	638,435	3	126,687 1 6	1,199,653	4	239,930 14 0
1783	695,295	7	139,059 3 6	1,049,343	4	209,869 14 0	1,744,644	3	348,928 17 6
1784	1,020,434	1	204,086 16 6	2,073,530	4	415,706 2 0	3,093,961	5	618,792 18 6
1785	2,318,448	1	463,689 12 6	3,727,267	4	745,453 10 0	6,045,715	5	1,200,143 2 6
1786	6,136,007	4	1,227,213 10 0	7,630,681	7	1,520,136 7 6	13,766,749	3	2,753,349 17 6
1787	3,970,300	7	774,040 3 6	2,911,898	1	582,379 12 6	6,792,099	1	1,358,419 16 6
1788	1,557,304	0	311,580 16 0	1,194,066	7	238,815 7 6	2,751,367	1	550,393 8 6
1789	1,309,196	5	241,839 6 6	1,460,226	3	292,045 5 6	2,669,423	0	533,864 12 0
1790	2,297,962	4	459,592 9 0	2,465,499	2	493,000 17 0	4,763,461	6	952,692 7 0
1791	1,957,545	7	391,500 3 9	2,226,310	1	443,262 0 6	4,183,856	0	836,771 4 3
1792	2,147,970	3	429,594 1 6	2,508,513	7	501,702 15 9	4,656,484	2	931,266 17 3
1793	2,809,457	3	561,891 9 9	3,163,822	3	632,764 9 9	5,973,279	7	1,194,656 19 6
1794	1,969,645	5	393,929 2 9	1,603,594	6	329,718 19 3	3,633,240	4	726,648 2 0
1795	1,686,751	5	337,750 6 9	1,412,239	0	282,447 16 3	3,100,990	6	620,198 8 0
Total.....	30,360,044	6	6,072,004 15 0	31,434,958	7	6,886,928 3 6	64,779,707	5	12,959,934 13 6
Annual Average Amount	2,024,003	0	404,800 12 0	229,644	0	466,462 4 0	4,319,980	0	863,995 16 0

NOTE.—In the amount of importations of foreign goods is included the amount of goods imported from China and the Philippine Islands.

EXPORTS.

RETURN of the Value, free on board at Callao, and Amount of Money and other Productions of Spanish America, exported from Callao in each Year from 1781 to 1795 both inclusive.—Exchange 48d. per dollar.

YEARS.	Amount of Money.		Value of other Productions.		Total Value.	
	dollars cts.	£ s. d.	dollars cts.	£ s. d.	dollars cts.	£ s. d.
1781						
1782						
1783	443,306 0	88,661 4 0	117,766 7	23,553 7 0	561,067 5	112,213 10 6
1784	16,152,916 4	3,230,583 6 0	968,290 2	193,658 1 0	17,121,206 6	3,424,245 7 0
1785	7,144,325 2	1,428,865 1 0	732,587 4	146,512 10 0	7,877,912 6	1,575,582 11 0
1786	8,285,459 7	1,657,131 17 6	882,807 1	176,561 4 6	9,168,417 0	1,833,693 8 0
1787	4,518,246 3	903,649 5 6	906,022 0	181,204 8 0	5,424,268 3	1,084,853 13 6
1788	5,403,973 1	1,080,794 12 6	579,160 2	115,832 1 0	6,043,183 3	1,208,026 13 0
1789	2,440,945 6	488,089 3 0	823,080 0	164,616 0 0	2,972,575 6	594,515 3 0
1790	5,220,387 2	1,044,077 9 0	448,095 1	89,619 0 6	5,668,482 3	1,133,696 9 0
1791	4,362,698 5	872,539 14 9	736,891 7	147,378 7 10	5,099,590 5	1,039,518 2 7
1792	8,285,840 4	1,657,168 2 1	955,111 2	191,022 5 3	9,240,951 6	1,848,190 7 4
1793	4,560,318 3	912,063 13 0	1,613,130 6	322,626 3 0	6,203,449 1	1,240,689 16 6
1794	5,047,814 8	1,009,562 18 7	498,659 6	99,731 19 0	5,546,471 3	1,109,294 17 10
1795	6,460,423 3	1,292,064 13 10	162,932 0	32,580 8 0	6,623,275 3	1,324,055 1 10
Total	78,995,760 7	15,799,145 3 6	9,151,550 7	1,830,907 19 6	88,156,449 0	17,630,099 3 0
Annual Average Amount	5,266,384 0	1,053,276 12 0	610,304 0	122,660 0 0	5,876,723 0	1,175,344 12 0

NOTE.—In the annual amount of the exports is included the amount of the money exported to China and the Philippine Islands; and also the amount of the money exported on account of the royal treasury. On account of the war, neither money, nor produce, was exported to Europe from 1779 to 1782, both inclusive; and only a very inconsiderable amount in 1783; which will account for the large amount in 1784. Subsequent to the year 1793, shipments of coca and bark were effected direct from Guayaquil to Cadiz, which will account for the falling off in the amount of produce exported from Peru during the years 1794 and 1795.

AN Approximate Calculation of the Value of European, United States, and Asiatic Produce and Merchandise Imported into Peru and Chili, in 1837.

COUNTRIES WHENCE IMPORTED.	VALUE OF IMPORTS.					
	Peru.		Chile.		Peru and Chile.	
	dollars	£	dollars	£	dollars	£
Great Britain.....	4,500,000	900,000	3,500,000	700,000	8,000,000	1,600,000
France.....	650,000	130,000	550,000	110,000	1,200,000	240,000
Germany, including merchandise of Russia, Holland, and Belgium.....	350,000	70,000	400,000	80,000	750,000	150,000
Italy.....	150,000	30,000	50,000	10,000	200,000	40,000
Spain, and her dominions.....	300,000	60,000	200,000	40,000	500,000	100,000
United States.....	1,100,000	220,000	1,000,000	200,000	2,100,000	420,000
" (from Canton and Manilla).....	270,700	54,000	230,000	46,000	500,000	100,000
Total.....	7,320,000	1,464,000	5,330,000	1,066,000	12,650,000	2,530,000
Distribution of the Imports into Peru between the States of North and South Peru.						
	North Peru.		South Peru.		North and South Peru.	
	dollars	£	dollars	£	dollars	£
Great Britain.....	3,000,000	600,000	1,500,000	300,000	4,500,000	900,000
France.....	400,000	80,000	250,000	50,000	650,000	130,000
Germany.....	275,000	55,000	75,000	15,000	350,000	70,000
Italy.....	100,000	20,000	50,000	10,000	150,000	30,000
Spain.....	250,000	50,000	50,000	10,000	300,000	60,000
United States.....	900,000	180,000	200,000	40,000	1,100,000	220,000
" (from Canton and Manilla).....	220,000	44,000	50,000	10,000	270,000	54,000
Total.....	5,145,000	1,029,000	2,175,000	435,000	7,320,000	1,464,000

STATEMENT of the Total Value of Exports from Peru, distinguishing the Country of Production in the Year 1837.

DESCRIPTION.	Value of Exports.	
	dollars.	£
Produce of Peru or Bolivia exported to Europe and the United States.....	7,327,548	1,465,509
Produce of the States of the Equator, New Granada, and Central America, on account of European, Asiatic, and United States importations into Peru.....	289,820	51,964
Total.....	7,617,368	1,517,473

The number of yards of British bleached cottons imported,

	Yards.
In 1839, was	2,237,316
„ 1840, the number amounted to	5,406,302

Showing an increase in 1840, of 3,078,686

The number of yards of British gray cottons imported,

	Yards.
In 1839, was :	2,482,000.
„ 1840, it was only	1,719,548

Occasioning consequently a decrease in 1840 of 762,452

In United States manufacture, say gray cottons, or domestics, there were imported,

	Yards.
In 1839	1,323,340
„ 1840	2,087,568

Thereby showing a nett increase of 764,228

The increase, however, is only visible in bleached cottons, as the gray cottons imported from England and the United States together, amount nearly to the same quantity for the two years, viz.:

	1839.	1840.
British	2,482,000 yards	1,719,548 yards.
United States	1,323,340 „	2,087,568 „
Total	3,805,340 „	3,807,116 „

The total import of bleached and unbleached cottons, in 1839 and 1840, stands therefore thus :

	1839.	1840.
Bleached	2,327,316 yards	5,406,002 yards.
Gray	2,482,000 „	1,719,548 „
American	1,323,340 „	2,087,568 „
Total	6,132,656 „	9,213,118 „
Total increase in 1840 over 1839, 3,080,462 yards.		

	pieces.
In 1839, there were imported of printed cottons	78,174
„ 1840	188,151

Being an increase in 1840 109,977

Which, estimated at 3 dollars = 12s. a piece, makes the value of the increase 329,231 dollars = 65,986l. 4s.

Cotton drills imported from the United States were preferred to those of Great Britain.

Cotton prints.—The Americans are improving in this manufacture, though it is not likely that, for many years to come, they will be able to compete with the British manufacturer.

Lincens from Ireland are daily increasing in consumption, and have nearly driven out of the market German and French *Brctagnes*.

The export of Alpaco wool has continued to increase.

	quintals.	£	£
In 1838, there were exported	4,593	at 5	= 22,965
„ 1839	8,555	„ 6	= 51,330
„ 1840	13,000	„ 5	= 65,000

The export of nitrate of soda is becoming more valuable as a return :—

	quintals.
In 1838, there were exported	73,510
„ 1839	113,780
„ 1840	176,876

The importations of quicksilver,

	2203 flasks.	1652½ quintals.
In 1839 were	2203 flasks.	1652½ quintals.
• „ 1840	4625 „	• 3491½ „
Increase	2452	• 1839

Twenty-seven British vessels arrived in Peru during 1840, from ports in Great Britain :—7 direct to Arica from Liverpool ; 1 to Arica, calling first at Valparaiso, from Liverpool ; 16 from Liverpool direct to Callao ; 3 from London to Callao, calling first at Valparaiso—total 27. 34 arrived in 1839, and 14 only in 1838.

The value of British cargoes in 1840 was estimated at 1,190,000*l.*, from which deduct 60,000*l.* for remnants of cargoes sent on to Central America and Mexico, and there remains 1,130,000*l.*, to which must be added the sum of 500,000 dollars = 100,000*l.* value of British goods imported into Peru under the flags of all nations, from the deposit warehouses in Valparaiso, making the total amount of British imports consumed in Peru in 1840 = 6,150,000 dollars = 1,230,000*l.*

The tonnage of Peruvian shipping amounted at the latter end of 1840, to 6637 tons ; and the number of Peruvian vessels to fifty-six, namely—two ships, two barques, fifteen brigs, sixteen brigantines, three cutters, two pilot-boats, sixteen schooners ; fifty-six in all.

About one-half of their crews consist of English and American seamen, but by a Peruvian law, which is almost always evaded, no foreigner can be owner or master of a Peruvian vessel.

The capital employed in the import trade with Peru in 1840 was estimated at 6,900,000 dollars, equal to 1,380,000*l.*

The revenue of the Custom-house of Callao, on British imports, in 1840, yielded a gross sum of 1,200,000 dollars, equal to 240,000*l.*

The French, German, and American trade, had also considerably increased, as compared with its amount in 1838 and 1839.

Several French cargoes arrived, of which some were valuable, the direct importations from France, chiefly to French shopkeepers, have been greatly on the increase.

As an approximate calculation, the annual value of the French import trade in 1840, with Chile, Bolivia, Peru, Ecuador, west coast of New Granada, Central America, and Mexico, may be stated at 3,000,000 dollars, equal to 600,000*l.*

This calculation has been made by Mr. Perrin, the French consul at Cobija.

From Germany there have been no direct importations, still the business done, by shipments from Valparaiso to Callao of German manufactures, has been considerable, and two vessels direct to Valparaiso from Hamburg afterwards came down the coast.

The commerce of Spain continued gradually to increase, but a large proportion of the quicksilver imported into Peru passes through British hands on British account.

From the United States some valuable cargoes have been introduced in 1840.

The value of foreign goods imported from the deposit port of Callao into Guayaquil, are paid for in produce of the Ecuador, and in remittances in gold in coined ounces.

With Central America the trade to Callao may not, perhaps, have been so extensive during 1840 as in former years, which probably may have had its cause in the continued state of anarchy in that republic.

With Mexico, the trade of Peru had been at least equal in amount to that carried on in 1839, and no alteration appeared in the trade with California.

The Chilean trade with Peru has considerably increased, especially in the exchange of the productions of the two countries with each other.

From Asia no direct shipments to Peru have been made, but two cargoes from China arrived at Valparaiso towards the end of 1840, of which the whole assortments for Peru

were purchased at Valparaíso and sent down to Callao, and which promised to yield to one purchaser a fair profit.

RETURN of the Exports from Peru to Europe, and the United States, during the year ending the 31st of December, 1840.

NATURE OF EXPORTS.	Yearly Quantity.	Price per Weight or Quantity.		Total Value.		
	quintals.	dollars.	£ s.	dollars.	£	s.
Bark, from Arica	1633	38 per quinta	7	62,054	12,410	16
— from Islay	1027	35	7	35,945	7,183	0
— different sorts				20,000	4,000	0
— from Payta						
Total				117,999	23,599	16

REMARKS.—Of the 1633 quintals of bark exported from Arica, 40 were for England; 960 ditto for France; 606 ditto for United States; 27 ditto for coast; total, 1633. Of the 1027 quintals exported from Islay, 691 quintals were for England; 191 ditto for France; 135 ditto for United States; 12 ditto for Hamburg; total, 1027.

NATURE OF EXPORTS.	Yearly Quantity.	Price per Weight or Quantity.		Total Value.		
		dollars.	£ s.	dollars.	£	s.
Bullion and specie	4,097,746	....	....	4,097,746	819,500	16
Returns to England in bills for supplies to foreign ships of war, chiefly United States and to public agents	150,000	....	....	150,000	30,000	0
In addition to the foregoing, say bullion, specie, bills of exchange were remitted to Canton, United States, France, Germany, Italy, Spain, and her colonies	3,563,000	....	....	3,563,000	712,600	0
Total	7,810,746	....	....	7,810,746	1,562,149	4
Chinchilla skins	2412 dozen.	4 per dozen	0 16	9,648	1,929	12

NOTE.—Out of the above, during the year 1840, bullion and specie to the value of 3,736,512 dollars, equal to 7302½. 8s. sterling, was exported from Peru to Great Britain, to which amount must be added the returns in bills of exchange, say 30,000£., thus making the total amount exported to Great Britain alone 777,302½. 8s. sterling. Chinchilla, 2400 dozen for England; 12 ditto for France; total, 2412.

RETURN of the Exports from Peru to Europe and the United States, during the year ending 31st of December, 1840.

NATURE OF EXPORTS.	Yearly Quantity.	Price per Weight or Quantity.		Total Value.		
		dollars.	£ s.	dollars.	£	s.
Bark	quintals.	35 to 38 per quintal.	7 to 7 12	117,999	23,599	16
Bullion and specie	dollars. 4,097,746					
Returns to England in bills	150,000					
Also to countries, other than Great Britain, in specie, bullion, and bills	3,563,000					
"	7,810,746	....	....	7,810,746	1,562,149	4
Chinchilla skins	dozen. 2,412	4 per dozen.	0 16	9,648	1,929	12
Copper ore	quintals. 11,690	9 per quintal.	1 16	105,210	21,042	0
— in bars	1,254	17	3 8	21,318	4,263	12
Total	12,944	....	....	126,528	25,306	12
Cotton	quintals. 85,412	12.4 to 14	2 10 to 2 16	429,444	85,888	16
Hides—ox and cow	hides. 7,795	2 to 24 per hide.	0 8 " 2 10	19,090	3,818	0
Horns	none.					
Seal skins	do. 227,356	2 per quintal.	0 8	454,712	90,942	8
Saltpetre—nitrate of soda	quintals. none					
Sugar	quintals. 4,996	13	2 12	64,948	12,989	12
Tin	quintals. 1,213	6 cts. per skin	0 3	910	182	0
Wool—vicuña	skins. 21,454	12 per quintal	2 8	255,208	50,041	12
— sheep's	quintals. 16,500	25	5 0	412,500	82,500	0
— alpaca	do.					

NOTE.—Of the above quantity of bark, 731 quintals were for England; 1151 ditto for France; 749 ditto for United States; total, 2631. The remaining quantity, amounting in value to 4000£., is not given, but the difference was divided among the same countries.

Out of the above sums, bullion specie, to the value of 747,302½. 8s., was exported from Peru to Great Britain to which must be added the returns in bills, 30,000£., thus making the total amount to Great Britain alone 777,302½. 8s. sterling, and the remainder 784,866. 16s. sterling to other countries.

Chinchilla, 2480 dozen skins to England; 12 ditto to France; total, 2412 dozen.
 Copper ore, 9035 quintals to England; 2655 ditto to France; total, 11,690. Copper in bars, 1179 quintals to France; to Mediterranean; total, 1254.
 Cotton, 26,000 quintals to England; 4366 ditto to France; 2132 ditto to Genoa; 2174 ditto, uncleaned or 57 ditto in seed, to Great Britain and other countries.
 Hides, 7649 hides to England; 146 ditto to United States.
 Horns, none exported.
 Nitrate of soda, 175,876 quintals to England; 34,420 ditto to France; 6660 ditto to the United States; 6000 ditto to Hamburg; 2000 ditto to other countries.
 Sugar.—No sugar was exported to Europe during 1840; the markets on the coast having been found (principally Chile) more advantageous.
 Wool, vicuña, exported to Great Britain only. Ditto, sheep's, 23,731 quintals to England; 33 ditto to France; 145 ditto to United States; 525 ditto to Hamburg. Ditto, alpaca, exported to Great Britain only.
 Tin, from Bolivia, 347 quintals to England; 3026 ditto to France; 713 ditto to United States; 310 ditto to the coast.
VALUE of Exports from Peru to Europe and the United States, during the Years 1839 and 1840.

NATURE OF EXPORTS.	Value of Exports in 1839.				Value of Exports in 1840.			
	dollars.	cents.	£	s.	dollars.	cents.	£	s.
Bark.....	50,327	4	10,065	10	117,009	0	23,590	16
Bullion and specie.....	254,141	0	1,310,828	4	7,810,746	0	1,562,140	4
Chinchilla skins.....	11,016	0	2,203	4	9,648	0	1,920	12
Copper ore, barilla.....	91,089	0	18,217	16	105,210	0	21,042	0
Copper in bars.....	14,637	0	2,927	8	21,318	0	4,263	12
Cotton.....	271,800	2	74,360	1	429,444	0	85,888	16
Hides, ox and cow.....	6,850	0	1,371	16	10,090	0	2,018	0
Horns, cow.....	320	0	61	0				
Seal skins.....	556	4	111	6				
Saltpetre (nitrate of soda).....	299,152	0	59,830	8	454,712	0	90,942	8
Sugar.....	52,150	0	10,430	0				
Tin.....	61,867	0	12,373	8	64,948	0	12,989	12
Wool, vicuña.....	752	2	150	9	910	0	182	0
— sheep's.....	252,032	0	50,406	8	295,208	0	59,041	12
— alpaca.....	397,650	0	79,530	0	412,500	0	82,500	0
Total.....	8,164,319	4	1,632,869	18	9,741,733	0	1,948,346	12
Total value of exports in 1839.....					8,164,319	4	1,632,869	18
Total value of exports in 1840.....					9,741,733	0	1,948,346	12
Increase in 1840 over 1839.....					1,577,383	4	315,476	14

VALUE of Raw and Manufactured Produce Imported into Peru in 1840, from Europe, United States, and Asia, for home Consumption, for Warehousing in transit to Bolivia, and for Exportation along the western Coast of Spanish America, estimated at their Value in the Bonded Warehouses in Callao.

COUNTRIES.	Amount of Imports.	
	dollars.	£
Great Britain.....	6,150,000	1,230,000
France.....	1,450,000	290,000
United States.....	1,400,000	280,000
Canton and Manilla.....	300,000	60,000
Germany.....	300,000	60,000
Spain and Cuba.....	300,000	60,000
Italy.....	200,000	40,000
Total.....	10,100,000	2,020,000

IMPORT and Consumption of Guano in Great Britain, since its first Introduction, in 1841.

YEARS.	Imports.		Consumption.	Stock.
	tons.	tons.	tons.	tons.
1841, Peruvian.....	1,880	300		1,380
1842, ".....	10,870	2,000		10,250
1843, ".....	2,230	5,600		6,080
1844, ".....	2,470	10,450		
Ditto, in the United Kingdom—African.....	16,000	16,000		
From 1st July, 1844, to 1st July, 1845.				
1845, Liverpool, African.....	86,983	34,901		52,082
" London ".....	21,800	9,950		14,850
" Glasgow ".....	30,609	14,669		22,000
" Other ports ".....	97,058	94,890		32,168
Total.....	245,510	124,410		121,100
1845, Liverpool, Peruvian.....	17,900	9,950		8,400
" London ".....	8,500	3,000		5,500
" Other ports (4 cargoes), do.....	1,200	650		550
Peruvian.....	27,600	131,240		14,450

ESTIMATE of the Annual Average Value of the Exports to all Parts of the World, of Native Productions, including the Precious Metals, from Chile, Bolivia, Peru, Ecuador, and from the Ports of New Granada, Central America, and Mexico, situated along the Pacific Coast.

C O U N T R I E S.	Average Annual Amount of Exports.	
	dollars.	£
Chile.....	6,000,000	1,200,000
Bolivia.....	2,000,000	400,000
Peru.....	8,000,000	1,600,000
Ecuador.....	1,500,000	300,000
New Granada.....	150,000	30,000
Central America.....	500,000	100,000
Mexico.....	4,000,000	800,000
Total.....	22,150,000	4,430,000

Gross Return of British and Foreign Trade at the Port of Callao in 1841.

N A T I O N S.	A R R I V E D.				D E P A R T E D.		
	Vessels.	Tons.	Crews.	Invoice Value of Cargoes.	Vessels.	Tons.	Crews.
	number.	number.	number.	No means of ascertain-	number.	number.	number.
British.....	68	19,585	1046	ing.	64	18,988	1014
British steamers.....	22	15,400	905	....	21	14,700	862
Peruvian.....	242	25,514	1020	....	246	26,343	1674
United States.....	47	16,155	1278	....	48	15,972	1312
French.....	31	7,927	483	....	31	7,895	481
Sardinian.....	11	2,656	167	....	10	2,443	159
Hamburguese.....	6	1,172	74	....	6	1,203	76
Spanish.....	5	1,019	79	....	5	1,053	82
Danish.....	4	1,302	69	....	3	1,032	53
Swedish.....	2	543	31	....	2	543	31
Austrian.....	3	1,176	57	....	3	1,176	57
Belgian.....	1	229	15	....	1	229	15
Chilian.....	31	6,058	314	....	20	4,832	279
Ecuadorian.....	11	1,506	105	....	11	1,502	107
New Granadian.....	6	694	71	....	7	561	60
Central American.....	3	609	47	....	4	923	69
Mexican.....	3	449	39	....	3	449	39
Total.....	498	101,084	6100	....	491	99,941	6370

Report on the Trade within the Consulate of Islay during the year 1843.

Imports.—This year presents the anomaly of a decrease in the value of British imports of 40,000*l.*, with an increase of nearly 4000 tons of shipping, entered in the port. The reason for this apparent inconsistency, was the diminished demand for British manufactures in the interior of Peru, on account of the continued revolutions and civil wars which have well nigh beggared all classes of society.

The *guano bubble*, that excited at first the cupidity of numerous speculators, having burst, has been the cause also of great and serious losses to several persons who entered into this trade, with hopes of realising speedily large fortunes.

The Peruvian government took advantage of their avidity, but the country has reaped no benefit whatever from this unexpected source of revenue, the whole proceeds having been swallowed up by a horde of government *employés*, jobbers, and speculators, in the capital.

The French trade has suffered equally, and is reduced to a very low ebb.

Exports.—The following is a sketch of the exports from Islay, in 1843, from official and private data.

Hard Dollars.—To England, 79,453 dollars. *Bars Pina, and Old Plate*, 20,980 marks, at 9 dollars, 260,820 dollars. *Gold*, 9870 marks, at 17 dollars, 167,790 dollars. *Peruvian Bark*, to England, 174 marks at 40 dollars, 6960 dollars; to France, 234 marks, 9360 dollars. *Sheep's Wool*, to England, 8593½ marks, at 10 dollars, 85,932.4 dollars; to France, 457 6-10 marks, 4576 dollars; to Hamburg, 288 marks, 2880 dollars. *Alpaca Wool*, to England, 9935 1-5 marks at 26 dollars, 258,315.1 dollars.

Vigonia Wool, to England, 6740 lbs., at 1 dollar, 6740 dollars. *Vigonia Skins*, to England, 2120 skins, at 6 rials each, 1590 dollars.—Total value, 884,416.5 dollars = at exchange, 48*d.* sterling, £176,883 6*s.* 6*d.*

BRITISH and Foreign Trade within the Consulate of Islay, during the Year ending the 31st of December, 1844.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Crews.	Tonnage.	Invoice Value of Cargoes.	Vessels.	Crews.	Tonnage.	Invoice Value of Cargoes.
	number.	number.	tons.	£ s. d.	number.	number.	tons.	£ s. d.
British.....	26	412	8,248	181,823 0 6	22	398	7,246	130,348 5 0
Peruvian.....	3	28	383	2,313 0 0	3	28	383	1,632 12 0
French.....	5	78	1,359	7,642 18 0	4	62	1,156	6,054 12 0
American.....	2	30	593	241 12 0	2	30	593	none.
Sardinian.....	4	65	1,102	1,358 12 9	4	65	1,102	896 10 0
Hamburg.....	8	96	1,546	11,638 16 0	7	88	1,458	2,745 9 0
Danish.....	1	11	281	468 0 0	1	11	281	none.
Spanish.....	1	16	277	337 3 0	1	16	277	do.
Belgian.....	1	12	156	769 4 0	1	12	156	do.
Chilian.....	2	18	247	530 16 7	1	8	132	do.
Ecuador.....	1	12	120	851 5 0	1	12	150	do.
Total.....	53	608	14,312	207,974 7 10	47	733	12,034	141,077 8 0

TOLLS, DUES, and other Charges, on British and Peruvian Vessels, in the Port of Callao.

TOLLS, DUES, &c.	British Vessels.		Peruvian Vessels.	
	Currency.		Currency.	
	dls. rials.	£ s. d.	dls. rials.	£ s. d.
Tonnage dues.....per ton	0 2	0 1 0	2 0 per 50 tons.	0 8 0 per 50 tons.
Anchorage and cleaning the port.....per vessel	5 0	1 0 0		
Fees of captain of the port.....do.	3 0	0 12 0		
Roll.....do.	1 0	0 4 0		
Health visit.....do.	1 0	0 4 0		
Licence for sailing.....do.	3 0	0 12 0	0 2	0 1 0
Stamped paper.....do.	0 2	0 1 0	0 2	0 1 0
Ballast duty.....per ton	0 2	0 1 0	0 1	0 0 6

Vouchers are given for all the above charges when required.

The advantages enjoyed by Peruvian vessels over those under the British flag, are:—

First.—The coasting trade.

Secondly.—In the whale-fishery. All whale-oil caught under the Peruvian flag is free of duty, while that caught under the British flag is subject to a duty of twenty-five per cent, on a valuation of three dollars and a half (fourteen shillings sterling) per 100lbs. on black fish oil; and to the same duty on a valuation of ten dollars (two pounds sterling) per 100lbs. of sperm oil.

Thirdly.—Gold exported is subject to a duty, under the Peruvian flag, of three-quarters per cent; under the British flag, of one per cent.

Fourthly.—Silver exported under the Peruvian flag, three and three-quarters per cent; under the British flag, five per cent.

Fifthly.—All merchandise coming direct from Europe, Asia, and North America, in a Peruvian vessel, is allowed to pay twenty per cent of the duty on her cargo in documents of the exterior and interior acknowledged national debt, if consigned to a foreign house, and thirty per cent, if consigned to a Peruvian house; whilst a British vessel bringing the same merchandise is allowed to pay ten per cent only of the duty on her cargo in such documents.—*Lima, February 1, 1845.*

CUSTOMS' REGULATIONS AND TARIFF OF PERU.

According to the law in force, Callao is declared to be the only port of unlimited deposit, both as respects classes of goods, their port of shipment, and the time of their deposit; but goods may be deposited at the ports of Arica and Paita, for the period of two years, and at Islay and Huanchaco for that of eight months.

It was enacted, by the law of 1840, that the retail trade, and the whole trade of the interior of the country, shall, after the expiration of eighteen months, be alone carried on by natives and citizens of Peru, whose names shall be duly inscribed in the *Commercial Register*.

That mercantile houses for the import of goods can alone be established at Arica, Tacna, Islay, Arequissa, Callao, Lima, Huanchaco, Trujillo, Payta, and Piura; *with the limitation, however, of selling only by invoices, or unopened packages, and on no account by single pieces.* This Article is a violation of the British treaty.

By the same law, the duty of five per cent actually on diamonds and precious stones, jewellery with stones or without, fine pearls, wrought gold and silver, and pocket watches, has been reduced to three and a half per cent; namely, three per cent to the state, and half per cent for ways and means.

The tax, called "*arbitrios*," or ways and means, is collected by the *consulado*, and is exclusively set apart for the payment of the *interest of the home debt*.

All linen, woollen, and cotton goods, are to pay, twenty-five per cent, as follows: twenty-three per cent to the state, and two per cent for ways and means; and those which formerly paid thirty per cent, are now charged with a duty of thirty-five per cent and forty per cent; namely, thirty-two and thirty-six per cent to the state, and three and four per cent for ways and means.

Duty on playing-cards, 3 rials=1s. 6d. the dozen packs; namely 2½ rials to the state, and ½ rial for ways and means. Soap duty, 7 dollars=1l. 8s. the 100 lbs.; namely, 6 dollars=1l. 4s. to the state, and 1 dollar=4s. for ways and means. Tobacco duty, 35 dollars=7l. the 100 lbs.; namely, 30 dollars to the state, and 5 dollars for ways and means.

The duty on flour, 3 dollars 5 rials=1s. 6d.; namely, 2 dollars 4 rials=10s. to the state, 4 rials=2s. for ways and means, and 5 rials=2s. 6d. for establishments of public charity. Wheat, the fanega of 135 lbs., 1 dollar 6 rials=7s; namely, 1 dollar 2 rials=5s. to the state, 2 rials=1s. for ways and means, and 2 rials=1s. for establishments of public charity.

The following duties will be levied on the importation of foreign merchandise; viz., three per cent to the state, and one half per cent to the *arbitrios* (city-toll); on gold and silver manufactures, real jewellery, with or without stones, clock-work, watches, real pearls, precious stones of every kind, five per cent to the state, and one per cent to the *arbitrios*; amber, gold and silver thread and wire, leaves, and spangles, civet, musk, eleven per cent to the state, and one per cent to the *arbitrios*; on timber, iron and steel raw.

The following articles shall pay the same duties when they are intended for the consumption of the population of the *first rate* ports of the republic: anchors, oars, biscuit, wood, handspikes, levers, &c., pitch and tar, cordage, iron chain cables, nails of every sort, travellers (a kind of block), hooks and grapnels, ships' cooking utensils, fidds, sheet, copper, tin, tow, sheet iron, linseed oil, talc lanterns, luid, paint, sheet lead, pulleys, salt-fish, blocks, grindstones, resin, sand minute glasses, sea lead and line, tobacco for chewing, tissues for sails and flags, salt meat (better known by the name of *carne*), zinc.

The articles enumerated above, sent from the magazines and warehouses of the Customs to Lima, or to any other place of the state, will pay the whole of the duty named in this article, or twenty-one per cent to the state and two per cent to the *arbitrios*.

Paying sixteen per cent to the state, and two per cent to the *arbitrios*:

Tissues of cotton; blonds and tulles.

" flax; cambric; handkerchiefs in pieces.

" " lace and tulles.

" " *Estopilles*.

" silk; and all other articles except *tissues* properly so called.

" " blonds and tulles.

" " " others with gold or silver.

" " " " others

Paying twenty-three per cent to the state and two per cent to the *arbitrios* :—

Tissues and all articles not named in the foregoing or following tables, of cotton, of wool, of flax.

Paying thirty-two per cent to the state, and three per cent to the *arbitrios* :—

Trunks for travelling, musical instruments, pianos; furniture—chairs and sofas, and their frames, beds, iron camp beds, desks: skins and leather—*cueros* of every kind, whole or in pieces—with or without hair, manufactured or tanned, white or dyed.

Paying thirty-six per cent to the state and four per cent to the *arbitrios* :—

Hats and caps of every kind, boots and shoes, clothes (made up), furniture of every kind (except chairs and chair frames), pastes as provisions, vermicelli and other sorts, of every kind of flour, carriages of every kind.

The articles enumerated in the following table will pay *fixed* or *specified* duties :—

ARTICLES.	Duties payable			ARTICLES.	Duties payable		
	To the State.	To the Arbitrios.*	TOTAL.		To the State.	To the Arbitrios.*	TOTAL.
	pt. ri.	pt. ri.	pt. ri.		pt. ri.	pt. ri.	pt. ri.
Butter.....lb.	0 0½	0 0½	0 1	Flour, without distinction as to quality, &c.....quintal	2 4	0 4	3 0
Pork fat.....do.	1 0½	0 0½	0 2	Olive oil, in bottles, or otherwise.....12 bottles, or arroba	3 4	0 4	4 0
Beer and cider.....12 bottles, or arroba	0 6	0 2	1 0	Indigo.....lb.	0 0½	0 0½	0 1
Brandy of every kind, of 20 degrees.....12 bottles, or arroba	2 0	0 4	2 4	Skins. Zuelas of half leather (half soles).....per half sole	0 3	0 1	0 4
— do. do. from 21 degrees, and above.....12 bottles, or arroba	2 0	0 4	2 4	Ordinary soap.....quintal	6 0	1 0	7 0
Liqueurs.....do. do. do.	4 0	1 0	5 0	Sugar (azucar).....arroba	2 4	0 4	3 0
Wines of every kind.....12 bottles or arroba	3 4	0 4	4 0	Tallow, raw and melted.....quintal	1 4	0 4	2 0
Cacao.....quintal	2 0	0 4	2 4	Tobacco, in leaves, foreign, of every kind.....quintal	30 0	5 0	35 0
Coffee.....do.	1 4	0 4	5 0	— manufactured into cigars, lb.	0 5	0 2	0 7
Playing cards.....dozen	0 2½	0 0½	0 3	— do. into snuff, Polvillo, do.	0 4	0 1	0 5
Candles, spermaceti.....lb.	0 0½	0 0½	0 1	— do. do. rappee, do.	0 3	0 1	0 4
— wax.....do.	0 2½	0 0½	0 3	Tea.....do.	0 1½	0 0½	0 2
— tallow.....do.	0 1½	0 0½	0 2	Meat, ham.....quintal	6 0	1 0	7 0
Chicres.....quintal	4 0	0 4	4 4	— other kind of.....do.	0 0½	0 0½	0 0½
Grain.—wheat.....fanega	1 2	0 2	1 4	— charqui, dried.....do.	0 6	0 2	1 0
Rice.....quintal	3 4	0 4	4 0				

The following articles are *exempt* from *import duties* :—Animals of every kind (alive or not), gold and silver (in paste, bars, powder, or specie), wood (hoops—*flejes*, masts, staves—*duelas*), maps and globes, geographical and marine maps and charts, charcoal, sales of freights to the profit of citizens of the state, engravings and drawings, elements of drawing in books, engravings in sheets, grain (other than that destined for sale) seeds, plants (others than those destined for sale), clothes and other dressing apparel, specimens of natural history, curiosities, &c., coals; surgical, mathematical, and scientific instruments; machines and tools—*maquinas* of every kind, alembics and others,* and drawings or models of machinery, *herramientas** for mechanics, imported by workmen establishing themselves in the country, and in a moderate quantity; mining tools, tools; mercury, mercury—*azogue* (quicksilver), music in sheets or bound in volumes, church plate and ornaments,* tombstones and other stones cut for paving, &c.; printing presses, &c., sculpture, statues.

The following articles are *prohibited* to be imported :—Fire-arms of every kind, obscene pictures, shot and bullets, obscene books, lead (except sheet lead), gunpowder, bad provisions (which from their peculiar state might endanger the public health), tissues of wool, cloths *de estrella*, swanskin.

The following deductions will be made from the articles upon which a duty is levied in order to meet certain expences :—

* The actual and final destination of the above article to be given.

Articles paying a duty according to the value . . 5 per cent 0½ per cent

"	"	. . 11	"	0½	"
"	"	. . 16	"	0½	"
"	"	. . 23	"	0½	"
"	"	. . 32	"	1	"
"	"	. . 36	"	1½	"
"	specified	quicksilver		0½	"
"	"	other kind	}	2	"
"	"	exempt of duty			

These deductions must be paid in specie, and immediately upon the merchandise being taken into consumption.

Foreign produce re-exported from the bonding warehouses will pay the following duties:—single bales, three rials; double, six rials; other kind in proportion; *silver* in chests and bars, four rials,

Native produce, under circumstances similar to the above, will pay, once for all, two rials.

The following duties will be levied instead of the specified duty:—Flour, in barrels or sacks, five rials per barrel or sack; wheat two rials per *fanega*. Those books which are allowed to be imported will pay six per cent of their value.

EXPORT DUTIES.

The produce of the soil and industries of the republic are exempt from all export duty, as also are the following articles:—Gold and silver thread and wire, spangles, lace, and other similar articles; copper.

The following articles, however, form exceptions to this general rule:—Gold and silver in any shape, cascarilla (Peruvian bark), saltpetre—paying on exportation abroad, cascarilla, two per cent of value; saltpetre, four per cent; coined silver, five per cent; coined gold, one per cent; gold paste or powder, two rials per ounce; silver manufactured, or old silver, four rials per mark; gold (manufactured), two rials per ounce.

When the foregoing articles are exported by national vessels, three-fourths of the above duties only will be levied.

TONNAGE AND PORT DUES.

All foreign vessels which discharge a part or the whole of their cargo in any port of the republic will be subjected to the following charges, payable at the port where they first discharge, the whole or part of their freight;—Anchorage and port dues, five piastres per vessel; captain's, ship's complement, and health dues, five piastres per vessel; tonnage dues two rials per ton.

The amount of tonnage will be ascertained from the ship's papers or charters.

An export duty of two per cent is levied on bark, and of four per cent on nitrate of soda.

The *importation of small shot, coatings, and star cloths*, are altogether prohibited.

In addition to the above duties on the import and export of goods, the following additional duties are by the 81st and 82nd Articles thereon imposed, in lieu of the payments formerly made for crane, mole, and other local charges, such as for watching, portorage of goods to custom-house warehouses, and their stowage therein; namely, one-quarter per cent on goods chargeable with a duty of four per cent; one-half per cent ditto of eleven per cent; one-quarter per cent ditto of sixteen per cent; three-quarters per cent ditto of twenty-three per cent; one per cent ditto of thirty-two per cent; and one-half ditto of thirty-six per cent. Two per cent on goods chargeable with a specific duty, excepting quicksilver, on which the duty of one-quarter per cent is recoverable.

On the re-embarkation of all foreign goods, 3 rials = 1s. 6d. a package, or half a mule-load, say about 150 lbs. weight; 4 rials = 2s. on every box of silver.

The productions of the country are chargeable, for once only, with a duty of 2 rials

= 1s. (no measure or weight stated) upon their embarkation, disembarkation, or re-embarkation.

By Article 83 of the same law, "Every class of merchandise and produce which shall be conveyed directly from Europe, Asia, and North America, or by the Isthmus of Panama, to the principal ports of Peru, in foreign ships or consigned to foreigners, shall liquidate ten per cent of the total amount of the duties on their import payable to the state, in government *documents of retired officers' pensions, documents of the foreign debt, or documents of the home debt, and the remainder in cash.* If the said merchandise and produce shall be imported directly in foreign ships, and be consigned to Peruvian merchants, or in national vessels consigned to foreigners, they shall liquidate twenty per cent in the before-mentioned documents, and the remainder in cash; and if they shall be introduced in national ships consigned to citizens of the republic, they shall liquidate *thirty per cent in government documents, and the remainder in cash.* The foregoing are in violation of the treaty with England.

By Article 2, Commercial Code, the custom-house of Arica is allowed to make transshipments, solely, however, to the port of Cobija, levying 2 dollars = 8s. for duty on policies, and observing the legal formalities.

• Foreign vessels may convey provisions, grass, and barley, to the minor port of Iquique, and to the Creek of Pisagua, when there are no national vessels to convey these articles.

The period of deposit in the port of Arica shall be extended to three years.

The natural or industrial productions of Bolivia may be deposited in private warehouses, with the consent of the custom-house, without requiring any warehouse rent.

The custom-house of Tacna may permit the diminishing of the weight and the reduction of double packages for their more easy conveyance into the interior, requiring the memorial and other formalities, which, by the 71st Article, the collector of the customs ought to exact upon importations.

Importation.—The revival of the ship's manifest by the consignee of the vessel shall take place within twenty-four hours after its delivery in the ports of Callao and Huachaco. In the port of Arica thirty-six hours, and in that of Paita, forty-eight hours are allowed for this revision.

Additions may be made to this manifest, but on no account any article abstracted, or its contents reduced.

When the alterations mentioned in the foregoing article shall have been effected, the consignee of the vessel shall present a second "general manifest," and also one in detail in the Spanish language, or on stamped paper.

His manifest must contain—the marks and numbers of the bales or packages; the description of article, quality, or quantity of the contents of the bale; the weight and quantity of articles not packed in bales.

The names of the "special consignees," who will answer for the genuineness of the articles entrusted to them (namely, that they are the *same articles* consigned to them by the merchant). The whole to be written in full, the margin free from writing, figures alone to be introduced, without either interpolations (notes excepted) or erasures.

Those articles, of which the consignee is unknown, shall be described in a supplementary document, and deposited forthwith in the custom-house.

• One manifest to be sent to the inspector-general of public accounts, and the other will remain with the customs. No manifest will be considered, unless it conforms strictly with the above formalities.

The manifests being delivered, they will be compared, and if found correct, an order will be given (*papeleta*) for the unloading to commerce, without which order the merchandise will be liable to be seized.

An exception will be made for the landing of samples of small value.

Merchandise must not be unloaded before six in the morning, nor after two in the afternoon, from the 1st of May to the 1st of November; and not after three o'clock in the afternoon during the remainder of the year.

The entrance of the articles of the ship's cargo shall be admitted as follows, into the magazines and warehouses of the custom-house:—

Almonds, in sacks; wood in (timber); brandy, botijas; wines, in botijas; cacao; cocoa; candle-wicks (Pavilo); copper; iron; grain (wheat) and flour; nuts; origan; hides and skins, leather for saddles; paving-stones; rice; soap, native; salt and stones; tallow; sugar; tobacco, native; merchandises and drugs of every other kind, foreign or native, which do not pay duty. Articles relative to the complement of a vessel, Every kind of provision, except those enumerated above.

In order to introduce an article for consumption, three copies of a "Poliza," or import bill, must be made, containing the name of the importing vessel; the date of the "manifest in detail;" the marks and numbers of the bales, their contents, weight, or measure, quantity and quality, exact or approximate. A duty of four reals is levied upon this "bill."

Exports.—The discharge of the ship's cargo being completed, the captain shall certify the same on stamped paper, in which he must give a list of the articles, if any, still remaining on board. An inspection of the hold will then be made by the proper officer.

A *clearance* permit will be given by the customs, free of expense, and which must be written on the following description of paper: for foreign vessels, paper of three piastres; national ditto, ditto stamped.

Re-exportation.—The re exporter from the bonding warehouse must present three "demands," on ordinary paper, for which he will pay—to re-export abroad, one piastre; to a national port, four rials.

In transporting the cargo of one ship to another in the Port of Callao, two "demands" must be sent in, which will cost, if the cargo is destined to go to a foreign port, two piastres, ditto to a national port, ditto.

The following articles are considered as being included under the head of ships' provisions and ships' necessities, and pay no duties except *bonding* fees, &c.: biscuit, salt fish, tobacco for chewing, salt meat, anchors, oars, wood, handspikes, levers, &c., pitch and tar, iron chain cables, nails (clavos) of every kind, cordage (jarcia) ditto, travellers (a kind of block), hooks and grapnels, cooking utensils, sheet copper, tow, fish oil, linseed oil, talc lanterns, soot, paint, pumps, blocks, grindstones, sand-glasses (half minutes), sounding-lead and line, tissues for sails and flags, zinc plates.

When captains of men-of-war desire to send the wages of their crew to Callao, they must procure the note-of-hand of the governor of the station. If the amount is in hard dollars, or in ounces of gold, an export duty will be levied upon the money.

Coasting Trade.—The coasting trade can only be carried on by national vessels,* with the exception of a few articles, and the produce of the country, or such merchandises as are free of duty,—to the Port of Callao, *viâ* the ports of Arica and Islay, when there are not any national vessels loading at these two latter ports.

The following are considered secondary ports—Iquique, Ilo, Pisco, Huacho, Santa, Pacasmayo, San José de Lambayeque.

The following are *qualified* roadsteads only for exporting the produce of the country—Sama, Cocotea, Mejillones, Nasca, Chincha, Cerro-Azul, Chauca, Supe, Pisagua, Quilca, Huarucey, Casura, Samauco, Sechura, Tumbes.

Bond Warehousing.—Callao is the only port in the republic where merchandise can be bonded for an unlimited term, without the payment of the duty on them. For the first *three months* no bonding dues will be levied.

For every month exceeding three, only one rial per *pieza*. By this is meant the *half* of a *load*, valued according to its bulk or weight, at six *arrobas*. If a month is commenced, that month will be charged in full.

Internal Trade.—The interior trade of Peru is exclusively reserved to the natives and citizens who are inscribed in the matriculation-book.

Mercantile houses for importation into the interior (*casas introductoras*) can only be established at the following places;—Arica and Tacna, Islay and Arequipa, Callao and Lima, Huanchaco and Truxillo, Paita and Piura. These houses must sell their goods by wholesale, and not in separate parcels, under pain of forfeiting a penalty of 500

* In the *first-rate* and *secondary* ports, and the *qualified roadsteads*.

piastres, to be the reward of the informer; such penalty to be levied by either the tribunal of the *consulado* or the *commercial judge* of the place.

All products of the soil of the republic are allowed free circulation with the exception of the following:—gold and silver, in paste, in bars, and in powder. These must be accompanied by an "*acquit-à-caution*;" brandy, wines, tobacco. Other articles taxed with a duty.

The customs' duty must be paid at the first place of importation.

Transit by Land.—Arica is the only place of transit for the imports and exports of the Republic of Bolivia.

The bonding warehouses at Arica will receive goods re-exported from those at Callao by national and foreign vessels, for the trade of the interior. The produce and manufactures of Bolivia will also be received in the warehouses, to remain in bond for exportation.

CHAPTER X.

BOLIVIAN TARIFF DUTIES AND TRADE.

1. The ultramarine effects which may come into the republic of Bolivia by the land frontiers from the 1st of January, 1845, shall pay duties in the following proportion.

2. Ultramarine liquors and foreign cacao, thirty-six per cent.

3. Perfumery, clocks for tables, or watches, cards, cigars, women's shoes, caps of every kind, desks, iron or brass bedsteads, chairs, sofas, toilette glasses, lanterns and lustres, candlesticks, every description of mercery, foreign gold lace, tocuyos (grey shirting), and every other article to which this law assigns no direct duty, twenty-eight per cent.

4. All woollen goods, silk ditto, linen embroidered, lamas, lamillas (cloth of gold), tissue, eighteen per cent.

5. Earthenware, glass, crystal, and writing paper, eight per cent.

6. Gold and silver ornaments, precious stones, and ironware.

7. *Articles free from all Duties.*—Cattle, comestibles of the first necessity brought into the republic. Also are free from all duties, on their introduction into the republic, raw cotton, raw wool, cotton-thread, and woollen ditto, vulgarly called *caito*, excepting rice, which is to pay forty per cent.

8. All importation of foreign merchandise which may enter the republic, shall pay, besides the duties prefixed by this law, a medio per cent for the funds of the Chamber of Commerce in the capital in which they are consumed.

9. Books introduced into the republic by its land frontiers shall pay six per cent, applicable to the funds of the library of the capital where the expenditure takes place.

10. The government is authorised to lower the duties which in the republic weigh on the products of the industry of the neighbouring states, as soon as it obtains from them securities that in these states will be observed the corresponding reciprocity as regards the products of Bolivian industry introduced into their territory. It is authorised to fix the duties on coined silver and gold, or on bullion on their extraction from the republic, as well by the land frontiers as by the port of Cobija.

11. From the 1st of January, 1845, the introduction of gunpowder is prohibited into the republic, either by its land frontiers or by the port of Cobija. Matches (*fosforos*) are also prohibited.

Dated, Illustrious and heroic city of Sucre, 2nd of November, 1844.

JOSE BALLIVIAN; the Minister of Finance, MIGUEL MARIA AGUIRRE.

In 1846, two Englishmen at Corocoro, a place long famous for copper ores, are said

to have discovered a silver mine of immense dimensions in the province of Inquisivi, department of La Paz.

VALUE of Goods and Duties collected in the Custom Houses of La Paz, Oruro, and Cochabamba on Ultramarine Merchandise imported into Bolivia, by her Land Frontiers, in the Year 1840; and of the Value of Coined Money exported to Peru; and of the Duties paid thereon by the Exporters from this to the Peruvian Republic.

DEPARTMENTS.	Importation of Ultramarine Goods by Land Frontiers.		Exportation of Coined Money.	
	Value of Goods in Dollars.	Duties paid in Dollars.	Money exported in Dollars.	Duties paid in Dollars.
Cochabamba.....	dollars rials. 8,380 0	dollars rials. 1,746 1½	dollars rials. 9,790 0	dollars rials. 155 0
Oruro.....	13,255 5	3,619 0	10,314 0	200 7
La Paz.....	147,500 4½	40,720 2½	107,433 2½	2,180 8½
Total.....	171,135 1½ £35,228 0s. 6d.	51,086 2 £10,201 0s. 0½.	127,527 2½ £25,505 0s. 6d.	2,591 1½ £518 0s. 8d.

NOTE.—By a document lately published in the official *Gazette* of Bolivia, the sum of money, in gold and silver coined at the national mint of Potosi during the year 1840, amounted to 2,830,891 dollars, or equal to about £366,178 sterling, viz., in silver, 2,600,507 dollars; and in gold, 230,384 dollars.

EXPORTATION of Goods from Bolivia in 1840.

MERCHANDISE.	From Cochabamba.	From Oruro.	From La Paz.	Totals.	Approximate Value of the Merchandise.
					dollars cts.
Soap.....	319 quintals.	275 1½ quintals.	....	624 1½ quintals.	8,743 0
Tobacco.....	376 arrobas.	17 arrobas 9½lb.	1,000 arrobas.	1,453 arrobas 9½lb.	3,631 3
Sauces.....	147 entire.	....	....	147 entire.	230 0
Goat Skins.....	9,664	556	....	10,222	2,555 4
Toouyo (cotton stuffs).....	10,380 varas.	....	....	10,380 varas.	1,297 4
Banacom (ditto)...	7,820 ditto.	....	....	7,820 ditto.	977 4
Earthenware.....	212 baskets or crates	....	....	212 baskets.	484 0
Starch.....	37 arrobas.	....	....	37 arrobas.	111 0
Shoes.....	243 pairs.	....	....	243 pairs.	116 4
Honey.....	15 1½ arrobas.	....	....	15 1½ arrobas.	31 0
Wheat Flour.....	56 fanegas.	....	....	56 fanegas.	330 0
Common Gum.....	33 arrobas.	....	....	33 arrobas.	49 4
Tamarinds.....	18 arrobas	....	....	18 arrobas.	168 6
Pouches (balt cloaks).....	95	....	....	95	285 0
Leather Chairs.....	66	....	....	66	132 0
Wax.....	50 arrobas.	....	....	50 arrobas.	200 0
Pewter.....	....	4,959 quintals 17lb.	....	4,959 quintals 17lb.	29,754 0
Cocoa (leaf for chewing).....	....	70 baskets.	4,829 baskets.	4,999 baskets.	23,995 0
Pellons (saddle cloths).....	....	28	....	28	70 0
Coffee.....	....	....	46 arrobas.	46 arrobas.	115 0
Bark.....	....	....	1,013 quintals.	1,013 quintals.	22,286 0
					95,668 25 equal to £19,134

NOTE.—Wools are not included in this statement, the number of quintals exported in 1840 not being as yet known.

Ministry of Finance, Sucre, Feb. 15, 1841.

COBIZA is the only legal seaport in Bolivia. There are ship-building yards established in it, and the vessels built have privileges conferred upon them. The duties levied at the custom-house of Cobiza on foreign merchandise imported during the year 1840, amounted to 103,951 dollars two and a-half rials, equal to about 20,790½ sterling.

A quay, barracks, and a new custom-house are the public works in progress, and a spring of fine water (a necessary of which Cobiza was formerly deficient) has lately been discovered by an English engineer.

Number of foreign vessels which entered the port of Cobiza during the year 1840:—English, thirty-three; French, fifteen; Spanish, three; North American, four; Sardinian, four; Mexican, one; Granadian, one; Ecuadorian, two; Chilean, twenty; Peruvian, fifteen; total, ninety-two.

Population in 1843—Males, 322; females, 283; male children, 105; female ditto eighty-three; total, 793 inhabitants. Births in the year—Males, twenty; females,

twenty-six; total, forty-six. Deaths—Old persons, three; adults, twenty-one; children, thirty-six; total, sixty. Marriages, five.

The garrison, and men employed as labourers in the different mining establishments on the coast are not included in the above statement.

Ships which have anchored in the port during the year 1843, not including the steam vessels, ships of war, and sailing packets:—English, twenty-one; French, twelve; North American, seven; Chilean, twenty-four; Spanish, three; Belgian, one; Sardinian, four; Peruvian, seven; Hamburgers, eight; Danish, four; total, ninety-one.

AMOUNT of the Exportation of Money through Cobija in the Year 1843.

EXPORTATION.	In Dollars.		Ounces. °		Small Money.		TOTAL.	
	dtrs.	rials.	dtrs.	rials.	dtrs.	rials.	dtrs.	rials.
From the interior of Bolivia.....	1,499,097	7	109,250	3	50,520	4		
From the Argentine Provinces.....	56,917	0	12,852	2	67	0		
Total.....	1,556,014	7	122,102	5	50,587	4	1,638,705	0
Circulating in the district.....							91,828	1½
Total dollars.....							1,730,533	1½

AMOUNT of Importation of Merchandise through Cobija in the Year 1843.

	dtrs.	rials.
Sent by Custom House permits to the interior of Bolivia.....	1,406,570	3
Sent to the Argentine Provinces, by an approximate calculation..	100,000	0
Consumed in the port.....	28,243	0
Total dollars.....	1,534,822	3

Two *primary* schools exist in Cobija, one paid by the state, the other a private establishment. The town possesses besides an hospital, a druggist's shop, seven mercantile warehouses, eleven shops—to sell in retail—well supplied with foreign goods; seventy-eight chandlers' shops (*pulperias*), seven bakers, five tailors, two shoemakers, three principal eating and lodging-houses, two inferior eating and lodging-houses, two billiard-rooms, four large mining establishments with 120 labourers, and three smaller ones with thirty labourers.—Cobija, January 1st, 1844.

CHAPTER XI.

STATISTICS OF CHILE.

THE administration of the affairs of Chile, has been far more regularly and justly executed than that of any other Spanish American republic. The condition of this state has, consequently, been more prosperous.

We have little data as to the trade of Chile under Spain, as a great part of its commerce passed through Peru and part through La Plata. Some time after the independence of Chile, the foreign trade opened round Cape Horn with Europe, and it was increased to other parts. In 1824 the value of imports were estimated at 11,500,000 dollars, and the exports of gold and silver at 80,000 dollars, and of agricultural products of 4,000,000 dollars. This we consider but a vague estimate.

Revenue and Expenditure.—Chile has maintained her public credit amid war and difficulty. In 1833, when the country required some assistance from turmoil, the public debt had accumulated to the enormous amount, for a small population, of about 10,000,000 dollars. In consequence of this burden, the Pre-

sident disbanded one-third of the standing army, and greatly reduced the civil expenditure.

In 1835, an equilibrium in the finances of the state was obtained, and more than 1,500,900 piastres of interior debts were paid off.

INCREASE of Revenue.

	piastres.		piastres.
1831	1,517,537	1834.....	1,922,966
1832	1,652,713	1835.....	2,003,421
1833	1,770,760		

The annual mining produce under the Spaniards was, on the average;

Silver..... 23,500 marcs (1 marc=8 oz.) | Copper..... 25,000 cwt.

In 1834, it had risen to—

Silver 164,000 marcs. | Copper..... 75,000 cwt.

which brought into circulation a sum of about 2,500,000 piastres.

In 1837, Chile was, owing to the intrigues of Santa Cruz's agents, declared to be *in statu belli*.

STATE of Revenue in

	piastres.		piastres.
1839	2,386,952	1842.....	3,074,575
1840.....	2,946,247	1843.....	3,160,000
1841.....	2,761,787		

The following were the government's savings for a period of ten years:—

Y E A R S.	Amount.	Y E A R S.	Amount.
	piastres.		piastres.
1832.....	118,241	1838.....	114,612
1833.....	134,565	1839.....	219,267
1834.....	200,519	1840.....	415,028
1836.....	212,926	1841.....	569,554
1837.....	216,311	1842.....	1,395,412

N U E, 1842.	Amount.	EXPENDITURE, 1842.	Amount.
	piastres.		piastres.
Balance in hand, 1841.....	589,564	Costs of representative.....	8,743
Customs.....	1,936,323*	Ministry of the interior.....	153,851
Monopolies.....	590,943	" " exterior.....	36,387
Tithes.....	212,427	Charities and public works.....	17,885
Registration.....	69,118	Pious pensions.....	12,713
Conveyancing duties.....	77,710	Administration of justice.....	129,948
Patents.....	32,379	Religion.....	42,730
Stamps.....	44,289	Public instruction.....	25,194
Mint.....	23,320	Ministry of finances.....	599,333
Postal Revenue.....	40,440	Interest and amortisation of interior debt...	151,147
Highway tolls, &c.....	29,798	" " exterior debt...	256,763
Auction duties.....	4,300	Ministry of war.....	603,551
Sanaries.....	13,817	National militia.....	199,179
Confiscations and restitutions.....	21,050	Navy.....	122,158
Deposits.....	140,181	Military loan institution.....	38,930
		Repayment of deposits.....	12,979
		Restitution of payments in error.....	7,212
Total.....	3,805,967	Expenditure.....	2,409,729
		Savings.....	1,396,243
		Total.....	3,805,967

* The maximum, till 1830, had been 800,000 piastres.

CHAPTER XII.

TRADE AND NAVIGATION OF CHILE.

APPROXIMATE Calculation of the Annual Quantity and Value of Chilean Native Productions, including the Precious Metals exported from Chile between 1836 and 1839, both inclusive.—Exchange, 48*d.* per Dollar.

NATURE OF EXPORTS.	Quantity.	Price per Weight or Quantity.	Value.
Silver, in bars.....marcs.	128,580	dra. rials.	dollars.
in Chilean coin.....do.	6,240	10 0 equal 2 0 0	1,285,000
Gold, in bars.....do.	1,130	10 0 " 2 0 0	64,400
in Chilean coin.....do.	3,281	128 0 " 25 12 0	144,610
Copper, in bars.....quintals.	61,787	128 0 " 25 12 0	419,968
ore.....do.	223,922	15 0 " 3 0 0	926,935
Estimated returns in bills for supplies to foreign shipping, viz., men-of-war and merchant vessels, (United States, British, and French,) and salaries of diplomatic and consular agents.....	....	2 4 " 10 0	559,905
Other Chilean articles of export, as wheat, flour, hides, cow-horns, wool, hemp, building timber, Chile hams, nuts, and tallow (from Mendoza, Argentine Republic).....	....	....	800,000
Total.....	....	....	1,500,000
			300,000 0 0
			5,699,708
			1,139,913 12 0

NOTE.—The amount of the export of gold, silver, and copper is the average of the amount of these articles exported from 1836 to 1839, both inclusive, as shown by the returns presented to Congress by the Chilean Minister of Finance; but in this amount is not included money or bullion passing in transit through the port of Valparaiso as returns for foreign goods sold in that port for Bolivia, Peru, Ecuador, and the western coast of New Granada, Central America, and Mexico; and for China and other countries.

THE TRADE OF VALPARAISO DURING THE YEAR 1840.

During the continuation of the war between Chile and Peru, from the end of 1836 to the middle of 1839, the exports from Europe were cautiously limited.

On the re-establishment of peace the small proportion of foreign supplies remaining in the warehouses of Valparaiso found a ready and profitable sale. But the intelligence of peace having reached Europe, supplies from England, France, Germany, and North America poured in during the latter end of 1839 and the whole of 1840, to an unprecedented extent, and infinitely disproportioned to the consumption of the inhabitants.

Thus the general tonnage of foreign shipping entered inwards during the following years amounted to, in 1837, 25,955 tons; of which, from Great Britain direct, 4533 tons; 1838, 24,198, from Great Britain, 4098 tons; 1839, 27,520, and from Great Britain direct 7507; in 1840, 45,512 tons, from Great Britain 11,010 tons.

During the former years, and until the middle of 1839, Valparaiso was the port to which the merchants and dealers established in those parts along the coast of the Pacific, from Cape Horn to the most northern part of Mexico (who, having rarely any direct communication with Europe), came to purchase the larger portion of their supplies. The blockade of the entire coast of Mexico having cut off all commercial communication on that side, had considerably increased the demand from hence, and the exportation from this country of European commodities would have been still more extensive had the event been foreseen, and articles, in a sufficient quantity, suited to the demand of that market, been provided.

The Bolivian market is the only one with which the transit trade has increased.

The value of European goods existing in Valparaiso at the end of 1840, was calculated at 14,000,000 dollars.

The trade between this state and her majesty's Australian dominions has rapidly increased during the year 1840, as compared with that of 1839, but as the exportation, composed of raw produce, must depend materially on the favourable or unfavourable nature of the harvest in those territories, a sound inference can scarcely be drawn.

The departures, in the two above-mentioned years, have been—

	From Talcahuano.	From Valparaiso.
1839	281 tons	724 tons
1840	1687 „	4701 „

with cargoes, principally of corn and flour, and an occasional vessel loaded with mares and other beasts of burden.

The imports are trifling, consisting of sheep and articles of small account, though numerous vessels seek these ports in search of freight for Europe or elsewhere.

The commercial importance of Valparaiso, the principal seaport of Chile, shows a state of prosperity and confidence in the stability of the government.

While in 1834 only 450 vessels aggregating 77,700 tons entered this port, the proportions in 1842, were as follows:—

Men-of-war	44	} 187,453 tons.
Steamboats	24	
Commercial vessels	617	

During the year 1842, the commercial movements in all Chilian ports—Valparaiso, Coquimbo, Copiapo, Constitucion, Talcahuano, Valdivia, and Chiloé—together were:—

<i>Entries</i> .	Men-of-war	48	} 339,019 tons.
	Trading vessels	1173	
	Steamers	112	
<i>Departures</i> .	Men-of-war	54	} 328,288 tons.
	Steamers	121	
	Trading vessels	1209	

The customs' revenue of which amounted to 1,936,323 piastres.

Transit Trade.—At the custom-house of Valparaiso, there were, on May 31, 1842, 722,472 bales of merchandise.

The value of which was 7,159,036 piastres.

And coined metals to the amount of . 3,260,833 „

10,419,869 „ .

AMOUNT of Shipments to Valparaiso, during the Year 1840, from England.

A R T I C L E S.	Quan- tity.	Value.	Total Value.	A R T I C L E S.	Quan- tity.	Value.	Total Value.
	No.	£	£		No.	£	£
Finer cotton, 1st quarter . yds.	3,553,657	75,541		Brought forward . . . . .	..	..	328,851
— 2nd ditto do.	4,992,117	98,288		Coloured Cottons, 1st quarter			
— 3rd ditto do.	5,205,082	103,287		yds.	1,162,126	36,521	
— 4th ditto do.	2,960,215	51,715		— 2nd ditto do.	1,576,410	42,694	
Total	17,011,071	..	328,851	— 3rd ditto do.	3,754,096	89,250	
Carried forward . . . . .	..	..	328,851	— 4th ditto do.	1,535,805	31,567	
				Total	8,328,437	..	200,042
				Carried forward . . . . .	..	..	528,893

ARTICLES.		Quantity.	Value.	Total Value.	ARTICLES.		Quantity.	Value.	Total Value.
		No.	£	£			No.	£	£
Brought forward.....		..	..	528,893	Brought forward.....		..	..	1,005,997
Printed cottons, 1st quarter					Woollen hose, 1st quarter.doz.				
— 2nd ditto..... yds.		2,076,313	51,435		— 2nd ditto.....do.		260	57	
— 3rd ditto.....do.		2,841,836	69,183		— 3rd ditto.....do.		40	27	
— 4th ditto.....do.		3,455,185	86,767		— 4th ditto.....do.		269	182	
— 4th ditto.....do.		1,697,960	41,800		Total.....		629	..	260
Total.....		10,071,800	..	249,185	Silk hose, 1st quarter.....doz.				
Cotton shawls, 1st quarter.doz.		975	542		— 2nd ditto.....do.		145	3,092	
— 2nd ditto.....do.		1,663	1,014		— 3rd ditto.....do.		839	3,422	
— 3rd ditto.....do.		1,077	826		— 4th ditto.....do.		766	1,703	
— 4th ditto.....do.		509	548		— 4th ditto.....do.		570	1,500	
Total.....		4,824	..	2,930	Total.....		2,326	..	10,617
Cotton handkerchiefs, 1st quarter					Silk, 1st quarter.....				
— 2nd ditto.....doz.		9,730	2,694		— 2nd ditto.....		..	6,126	
— 3rd ditto.....do.		14,001	2,892		— 3rd ditto.....		..	3,581	
— 4th ditto.....do.		7,773	2,029		— 4th ditto.....		..	5,490	
— 4th ditto.....do.		3,430	877		Total.....		..	..	17,674
Total.....		34,940	..	8,422	Metals, including copper				
Silk, cotton, and worsted					sheathing, tin, &c. &c., 1st				
thread, 1st quarter.....lbs.		34,105	4,440		— 2nd ditto.....		..	0,543	
— 2nd ditto.....do.		94,762	7,629		— 3rd ditto.....		..	7,301	
— 3rd ditto.....do.		90,125	4,927		— 4th ditto.....		..	11,652	
— 4th ditto.....do.		31,810	3,165		Total.....		..	..	40,772
Total.....		250,802	..	20,861	Carpets, 1st quarter.....		17,806	2,903	
Cotton miscellaneous, 1st quarter					— 2nd ditto.....		19,433	2,502	
— 2nd ditto.....		..	783		— 3rd ditto.....		9,900	1,580	
— 3rd ditto.....		..	1,065		— 4th ditto.....		73,491	3,893	
— 4th ditto.....		..	1,737		Total.....		120,630	..	10,378
Total.....		..	..	3,695	Leather, 1st quarter.....		..	903	
Cotton hose, 1st quarter.....doz.		9,315	3,457		— 2nd ditto.....		..	422	
— 2nd ditto.....do.		10,165	4,928		— 3rd ditto.....		..	297	
— 3rd ditto.....do.		11,375	4,697		— 4th ditto.....		..	400	
— 4th ditto.....do.		12,001	4,533		Total.....		..	..	2,092
Total.....		42,546	..	17,735	Earthenware, 1st quarter ..		..	404	
Linen, 1st quarter.....do.		63,055	16,842		— 2nd ditto.....		..	763	
— 2nd ditto.....do.		293,181	41,665		— 3rd ditto.....		..	1,680	
— 3rd ditto.....do.		593,360	25,832		— 4th ditto.....		..	1,855	
— 4th ditto.....do.		147,176	21,007		Total.....		..	..	4,502
Total.....		1,503,772	..	105,406	Sundries, comprising under				
Woolens, 1st quarter.....		..	32,089		this head all sorts of clothing,				
— 2nd ditto.....		..	23,121		— 1st quarter.....		..	5,103	
— 3rd ditto.....		..	31,709		— 2nd ditto.....		..	2,411	
— 4th ditto.....		..	40,256		— 3rd ditto.....		..	5,354	
Total.....		..	..	127,160	— 4th ditto.....		..	6,587	
Woolen shawls, 1st quarter,					Total.....		..	..	19,435
— 2nd ditto.....doz.		8,272	3,553		Wines and spirits, 1st quarter				
— 3rd ditto.....do.		3,609	1,389		— 2nd ditto.....do.		2,528	2,958	
— 4th ditto.....do.		2,639	1,117		— 3rd ditto.....do.		5,360	5,360	
— 4th ditto.....do.		2,180	1,435		— 4th ditto.....do.		3,608	..	
Total.....		16,700	..	7,894	Total.....		14,514	..	
Silk, cotton, and worsted					Hats and caps, 1st quarter.....		..	36	
shawls, 1st quarter.....do.		20	320		— 2nd ditto.....		..	53	
— 2nd ditto.....do.		1,498	695		— 3rd ditto.....		..	190	
— 3rd ditto.....do.		..	..		— 4th ditto.....		..	..	279
— 4th ditto.....do.		556	850		Total amount.....		..	..	1,302,523
Total.....		2,072	..	1,865					
Silk, cotton, and worsted goods,									
1st quarter.....		..	2,796						
— 2nd ditto.....		..	3,239						
— 3rd ditto.....		..	4,174						
— 4th ditto.....		..	8,338						
Total.....		..	..	13,742					
Carried forward.....		..	..	1,095,997					

ARTICLES.

[illegible]

Gross Return of British and Foreign Trade at the Port of Valparaiso, in Chile, during the Year ending the 31st of December, 1845.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Approximate Invoice Value of Cargoes in Pounds Sterling.	Vessels.	Tonnage.	Crews.	Approximate Invoice Value of Cargoes in Pounds Sterling.
	number.	tons.	number.	£	number.	tons.	number.	£
British.....	236	77,754	4,143	....	226	73,679	3,979	....
Chilian.....	194	45,318	3,116	....	183	45,728	3,120	....
Peruvian.....	19	3,162	225	....	16	2,646	191	....
Ecuadorian.....	3	865	64	....	3	865	48	....
Mexican.....	1	123	10	....	none.	none.	none.	....
Spanish.....	12	3,171	184	....	12	3,361	194	....
United States of America.....	54	17,838	930	....	47	15,380	802	....
French.....	61	14,600	937	....	58	13,998	806	....
German.....	6	1,050	84	....	5	870	70	....
Hamburg.....	31	5,700	387	....	29	5,637	371	....
Danish.....	15	3,719	241	....	12	2,985	184	....
Swedish.....	none.	none.	none.	....	1	366	18	....
Norwegian.....	3	628	35	....	3	628	35	....
Belgian.....	6	1,061	63	....	5	840	54	....
Sardinian.....	10	2,193	134	....	10	2,142	133	....
Austrian.....	1	232	11	....	1	232	14	....
Total.....	652	177,420	10,556	....	621	169,354	10,109	....

REMARKS.—It has not been possible to ascertain the nature and invoice value of cargoes.

NAVIGATION of Valparaiso, in 1842.

COUNTRIES FROM WHENCE CARRIED, AND DESTINATION.	Inward.		Outward.		TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
	number.	tons.	number.	tons.	number.	tons.
EUROPE.						
England and Gibraltar.....	44	10,635	58	15,555	102	26,190
France.....	24	6,342	17	4,409	41	10,751
Hansetowns.....	24	5,969	5	1,118	29	7,087
Spain.....	5	1,651	2	476	7	2,127
Other countries.....	4	1,295	....	....	4	1,295
AMERICA.						
Peru.....	102	28,251	111	31,402	213	59,653
Bolivia.....	17	3,070	44	10,210	61	13,280
Mexico.....	21	5,510	22	5,152	43	10,662
United States.....	19	7,520	7	2,610	26	10,130
La Plata and Uruguay.....	32	8,081	4	1,001	36	9,082
Ecuador.....	12	3,730	17	4,746	29	8,476
Brazil.....	25	7,235	1	140	26	7,375
Central America.....	10	2,865	7	2,182	17	5,047
Other countries.....	2	342	1	120	3	462
ASIA, AUSTRALASIA, AND POLYNESIA.						
China, Cochinchina, and Manila.....	4	1,030	1	264	5	1,294
New Holland.....	28	5,179	3	580	31	5,759
New Zealand.....	7	1,719	4	725	11	2,444
Otaiti, Sandwich, &c.....	5	832	4	700	9	1,532
Marquesas Isles.....	....	....	3	979	3	979
Total.....	375	101,075	311	82,390	686	183,465
Total for the year 1841.....	309	96,334	343	88,790	712	185,124

The navigation of the Port of Valparaiso with foreigners, in 1842, compared to 1841, underwent a diminution of twenty-six vessels, measuring 1659 tons.

The French movement has not suffered: there was in the navigation between Valparaiso and France, an augmentation of eight vessels, and of 2585 tons. The intercourse, according to the preceding table, was effected exclusively under the French flag. The table of the French customs makes it (inward and outward bound, together) thirty vessels measuring 7253 tons. Of this number, one single vessel only belonged to a foreign flag.

Trade.—There is no official account published of the Chilian trade with the foreign

states. The continuation of hostilities between Peru and Bolivia, the suspension of relations with Guayaquil, the population of which has lately been diminished by the yellow fever, have, in 1842, caused a great decrease in the trade of the Port of Valparaiso.

Although the French vessels brought to Chile in 1842, took but inconsiderable cargoes, their sale was effected with unsatisfactory results, though without loss.

The most favourable period of the year for arrivals is the first fortnight of September. On the 18th of the month the principal national *fête* of the country takes place, and the public rejoicings attract many strangers to Valparaiso, who profit by this circumstance to make their purchases.

Lyons *silks* remain without competition in the market of Valparaiso, for their fine qualities and the finish of the designs. The *shawls* of levantine and serges were also in demand, but subject to the caprice of fashion. The French made embroidered *shawls*, China crapes, scarcely compete with those of China, where labour is so poorly required.

French *wines* had, for some time, sold well, but too many imports, for the wants of the place, caused a fall, in 1842, of one half in price, from twenty-four to ten piastres.

THE Average Charges for Freight during the Quarter have been :

C O U N T R I E S.			Per Ton.	Primage.	C O U N T R I E S.			Per Ton.	Primage.
			£ s. d.					£ s. d.	
England.	Copper ore to Swansea.	5 2 6	5 per cent.		Tahiti.....	12 dollars at 45d.		2 5 0	nil.
	Ditto to Liverpool.....	4 17 6	do.		Marquesas.....	12 " " "		2 5 0	do.
	Nitrute of soda.....	4 12 6	do.		Rio Janeiro.....	nominal.....		2 10 0	5 percent.
United States.	Huano (no charters).....	3 15 0	nil.		Monte Video ..				
Hamburg.		5 0 0	5 per cent.		Bueno Ayres.....				
France, 80 francs.....		2 0 0	do.		Cobija.....	5 dollars at 45d.		0 18 9	nil.
Any port in the United Kingdom, or on the continent of Europe, in German or Danish vessels.....		3 5 0	do.		Intermedios.....	7 " "		1 6 3	do.
Spain (no charters).....		3 5 0	do.		Callao.....	8 " "		1 10 0	do.
New Holland (no charters).....					Payta.....	9 " "		1 13 0	do.
New Zealand (no charters).....					Guayaquil.....	10 " "		1 17 6	do.
Sandwich Islands, 12 dollars at 45d..		2 5 0	nil.		Panama.....	15 " "		2 16 3	do.
					Central America and Mexico, west coast of	15 " "		2 16 3	do.

NOTE.—The average charge for freight to England this day (30th of June, 1845) is from 5*l.* to 5*l.* 17*s.* 6*d.* per ton with a primage of 5 per cent.

The extent of the stocks in granary, is of flour, 1,419,000 lbs.; wheat, 34,680 bushels.

The course of exchange per current dollar is, on London, 4*½**d.* to 4*½**d.* sterling; Paris, 4 francs 75 centimes; Hamburg, 40 schellings banco (2*½* marks); United States of America, for government bills, 6 per cent premium; ditto for masters of whalers, ditto, 2 per cent to 2*½* per cent premium.

Since last return the nature and extent of the restraint imposed by law upon the exportation and importation of corn and grain remains unaltered in Chile.

Valparaiso 30th of June, 1845.

GROSS Return of British and Foreign Trade at the principal Ports within the Vice-Consulate of the Province of Concepcion de Chile during the year 1845.

N A T I O N S.	A R R I V E D.				D E P A R T E D.			
	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.
	number.	tons.	number.	£	number.	tons.	number.	£
British	4	1,213	71	174,997	5	1,394	85	194,997
Chilian.....	96	15,207	973	..	92	14,286	917	..
American.....	67	22,211	1648	..	68	22,577	1672	..
French.....	7	2,210	169	..	7	2,310	169	..
Peruvian.....	11	1,906	149	..	9	1,549	122	..
Spanish.....	1	206	19	..	1	206	19	..
Ecuadorian.....	1	206	19	..	1	206	10	..
Total.....	187	43,108	3039		183	42,537	2985	
Total for 1844.....	182	41,685	3002		185	41,797	3054	

REMARKS.—During the year there touched at this port the British discovery ships *Herald* and *Pandora*, and the

French admiral's ship *Virginie*.
British vessels in 1844, 8. Insured value of cargoes 79,500*l.*

Gross Return of British and Foreign Trade at the principal Ports within the Vice-Consulate of Coquimbo, during the Year ending 31st of December, 1845.

PORT OF COQUIMBO, AND ADJACENT PORTS OF TONGOY AND TOTORALILLO.

NATIONS.	ARRIVED.				DEPARTED.			
	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.
	number.	tons.	number.	£ s. d.	number.	tons.	number.	£ s. d.
British.....	51	27,439	868	3,076 14 6	51	27,439	868	131,300 0 0
Chilian.....	69	9,360	754	129,370 0 0	69	9,360	754	9,490 0 0
American.....	10	3,786	165	..	10	3,786	165	67,431 0 0
French.....	3	688	48	..	3	688	48	7,062 0 0
Peruvian.....	1	202	13	544 0 0	1	202	13	..
Puruvian.....	1	200	13	606 0 0	1	200	13	..
Belgian.....	1	150	9	..	1	159	9	516 0 0
Total.....	136	41,834	1870	133,006 14 6	136	41,834	1870	215,880 0 0
Total for 1841.....	148	40,032	2163	150,030 0 0	148	40,032	2163	166,023 0 0

Coquimbo, 31st of December, 1845.

The total exports from the United States to Chile, in 1844, amounted to 1,105,221 dollars, and the total imports from Chile, to 750,370 dollars, showing a balance in favour of the United States, in 1844, of 354,851 dollars. In 1843 the balance was 191,907 dollars, and in 1842, it was 808,637 dollars:—

EXPORTS TO CHILE.	Amount.	IMPORTS FROM CHILE.	Amount.
	dollars.		dollars.
Fish, oil, and spermaceti candles.....	6,533	Bullion and specie.....	185,817
Staves, shingles, planks, &c.....	7,535	Copper, pigs, bar, and old.....	335,842
Masts, spars, and naval stores.....	2,122	Dye-woods.....	3,345
Provisions, beef, and spirits.....	63,489	Leghorn, straw, and chip hats.....	18,833
Bread-stuff.....	28,462	Wool, not exceeding seven cents per lb....	19,847
Tobacco.....	6,411	Cocoa.....	26,431
Wax.....	9,258	Hemp.....	2,334
Sugar.....	22,550	Manufactures.....	9,470
Manufactures of all kinds.....	703,951	Sundries, and non-enumerated.....	127,551
Non enumerated, and sundries.....	5,914	Salt.....	600
Domestic exports.....	856,645	Total imports.....	750,370
Foreign exports.....	248,576		
Total exports.....	1,105,221		

CHILIAN TRADE WITH FRANCE DURING THE FIRST SIX MONTHS OF THE YEAR 1843.

Navigation.—The number of vessels under the French flag, which arrived at Valparaiso during the first half year of 1843 increased in a remarkable manner, compared to the same period of 1842.

The arrivals amounted to twenty-six vessels of 7248 tons; and the departures to twenty-five vessels of 6401 tons. Ten vessels came direct from France, and seven were fitted out for this destination.

Trade.—The French products bought at Valparaiso sold off well; but not merchandises destined for Bolivia and Peru, countries where political dissensions continue to be very prejudicial to commercial operations.

The French manufactories begin to reap, in Chile, the fruit of the efforts which they have for some time made, to augment their transactions and struggle against foreign competition. Several French articles of silk have latterly obtained at Valparaiso a marked preference over similar Chinese products.

A fact to be remarked is, that France has succeeded to excel, in Chile, in its own silks, the *satins*, *serges*, *listonnerie*, *gros de napes*, and the *sewing silk* of China. Thus,

black *satins* of China, thirty-three inches broad, remain without buyers at the price of eleven rials, whereas black *satins* of France place themselves easily at twenty rials. The *serges* of China, offered at eight rials, and that of France at eleven rials; *gros de naples* of China, called *glazed*, of twenty-six inches in breadth, sells with difficulty at five rials; and that of France, of twenty-two inches, fetch from nine to eleven rials. The *listons* of China are completely neglected. In a word, French *silks* in general, have obtained a favour which was justified by the good quality of the stuffs exported. These facts will fix, no doubt, the attention of the French export trade.

China, besides, imported formerly by wholesale into Chile, *shawls* of *levantine sergées*, embroidered; the imitations which the French make of these tissues, are dispersed over the market, where they exclude those of China. A recent exportation of this French article has had equal success at Lima.

France has until now exceeded, in Chile, in the sale of *shawls*: by the elegance of their designs, the splendour of the colours, and particularly by the shades, *lilac, violet, lavender*, which the Chinese never could import, as they arrived nearly always *worm-eaten*, or damaged. But China still distinguishes itself by the quality of the principal material which it uses, by the strength of its *shawls*, the fringes of which are fuller than those of France.

Shawls, embroidered in the loom by machine, which the French designate *Chinese shawls of two colours*, cost in China, in the beginning of 1843, six piastres; similar French articles could not then be established for less than from forty francs to forty-two francs; and although the progress of the French manufactures have enabled them to be produced at a lesser price, the advantage is still on the side of China.

Ribbons are furnished almost exclusively by Switzerland and Germany.

IMPORTS into France from Chile in 1842.

M E R C H A N D I S E S.	Weight, Measure, or Quantity.	T R A D E.			
		G E N E R A L.		S P E C I A L.	
		Quantity.	Value.	Quantity.	Value.
			francs.		francs.
Copper, pure, of first fusion	kilogrammes.	525,700	1,061,400	377,900	775,800
ore	ditto.	346,200	36,600	413,400	41,300
Nitrate of soda	ditto.	2,000,400	827,700	654,100	261,600
Bark of quinquina	ditto.	70,900	507,400	123,100	985,300
Mother-of-pearl	ditto.	163,800	350,800	156,800	344,900
Fruits for seed	ditto.	203,100	304,600	151,100	220,700
Cotton-wool	ditto.	151,700	273,100	59,400	106,900
Raw skins	ditto.	181,500	262,700	109,300	240,600
Indigo	ditto.	16,200	280,600	25,900	413,800
Cocoa	ditto.	187,400	168,700	112,700	101,400
Balms	ditto.	4,500	66,000	125	2,700
Remains of gold and silver work	ditto.	2,100	64,100	2,100	61,100
Cochineal	ditto.	1,000	31,100	2,700	80,300
Dyeing woods	ditto.	155,000	31,000	145,500	29,100
Pearls, &c.	grammes.	1,500	30,000	1,500	30,000
Wool	kilogrammes.	15,400	25,800	3,400	4,200
Tin, raw	ditto.	17,100	25,700	27,900	41,900
Coffee	ditto.	26,000	22,100	87,600	74,500
Other articles .....	....	....	58,500	....	55,100
Total .....	....	....	4,150,900	....	3,860,100
PRECEDING YEARS.					
1841 .....	....	....	4,183,000	....	3,705,500
1840 .....	....	....	2,694,000	....	4,309,000
1839 .....	....	....	4,541,000	....	3,761,000
1838 .....	....	....	3,308,000	....	3,297,000
1837 .....	....	....	6,202,000	....	2,437,000
Average decennial 1827-36 .....	....	....	2,831,000	....	1,591,000

EXPORTS from France to Chile in 1842.

M E R C H A N D I S E S.	Weight, Measure, or Quantity.	T R A D E.			
		G E N E R A L.		S P E C I A L.	
		Quantity.	Value.	Quantity.	Value.
			francs.		francs.
Tissues, of silk	kilogrammes.	26,600	3,678,700	16,000	1,871,100
— of wool	ditto	42,200	1,314,700	41,400	1,302,000
— of cotton	ditto	82,300	693,300	23,100	468,100
— of flax and hemp	ditto	10,400	213,200	8,500	179,500
Drinkables—wines	hectolitres.	12,557	731,000	12,550	730,600
— brandy, and liquors	ditto	1,471	189,000	1,396	181,900
Paper and its applications	kilogrammes.	286,000	864,500	283,900	808,500
Perfumery	ditto	104,300	720,400	104,300	730,400
Mercury	ditto	60,500	303,500	68,900	464,700
Skins, worked	ditto	13,600	244,500	13,600	244,500
— prepared	ditto	26,500	168,200	24,400	158,000
Wearing apparel	ditto	23,000	400,000	23,000	400,000
Pottery, glasses, and crystals	francs.	....	420,000	....	407,000
Utensils and metal works	kilogrammes.	82,500	398,100	82,300	397,500
Fashions	francs.	....	161,400	....	157,700
Arms	kilogrammes.	25,400	160,900	4,000	29,800
Medicines, made up	ditto	15,000	139,400	15,000	139,400
Toys	ditto	13,000	106,700	11,400	100,100
Plates, of metal	ditto	9,300	93,000	9,300	93,000
Gold and silver ware	gramms.	37,570	90,600	33,570	82,000
Felts	francs.	....	89,000	....	89,000
Divers articles of Parisian in-	kilogrammes.	9,100	80,200	9,100	80,200
dustry	ditto	15,400	77,200	15,400	77,200
Writing or printing ink .....	....	....	86,200	....	742,400
Other articles .....	....	....	....	....	....
Total .....	....	....	11,608,800	....	10,235,600
PRECEDING YEARS.					
1841 .....	....	....	14,151,000	....	12,524,000
1840 .....	....	....	14,378,000	....	12,964,600
1839 .....	....	....	11,817,000	....	8,755,000
1838 .....	....	....	7,984,000	....	6,027,000
1837 .....	....	....	6,267,000	....	4,730,000
Average decennial 1827—36 .....	....	....	4,662,000	....	3,910,000

CHILIAN MINES.

By an old Spanish law still in force in Chile, every encouragement is given to search for mines. The discoverer may work a mine in any ground, by paying five shillings; and before paying this he may try, even in the garden of another man, for twenty days. In the copper-mines, the men have little time allowed for their meals; and during both summer and winter they begin when it is light, and leave off at dark. (In Chile the summer days are shorter, and the winter days longer, than in England.) They are (at the mines of Jajuel) paid about one pound sterling a month, together with food. This food consists of sixteen figs, and two small loaves of bread for breakfast, boiled beans for dinner, and broken roasted wheat grain for supper. They scarcely ever taste meat. They have to clothe themselves and to support their families with this pound per month.

On arrival at the gold-mines of Yaquil (Jajuel), Mr. Darwin was surprised at the pale appearance of the men. The mine is 450 feet deep, and each man brings up nearly two hundred weight of ore. With this load they have to climb up the alternate notches cut in the trunks of trees placed in a zig-zag line up the shaft. The men (who are quite naked, except drawers) ascend with this heavy load from the bottom. Even young men, eighteen or twenty years of age, do this, although their muscular development of body is far from completed.

Mr. Darwin says, that the *apires* live entirely on boiled beans and bread; they would prefer the bread alone, but the masters, finding that they cannot work so hard upon this, insist on their eating the beans also. Their pay is from twenty-four to twenty-eight shillings a month; they leave the mine only once in three weeks, when

they stay with their families for two days. As a means of preventing the men from abstracting any of the gold, or gold ore, the owners establish a very summary and stringent tribunal. Whenever the superintendent finds a lump of ore secreted for theft, its full value is stopped out of the wages of all the men, so that they watch over each other, each having a direct interest in the honesty of all the rest.

The amount of labour they undergo is greater than that of slaves; being to a certain extent masters of their own actions, they bear up against what would wear down most men. Living for weeks together in the most desolate spots, when they descend to the villages on feast-days there is no excess or extravagance into which they do not run. They occasionally gain a considerable sum, and then, like sailors with prize-money, they soon squander it. They drink excessively, buy quantities of clothes, and in a few days return to the mines without a penny. It is observed by Mr. Darwin, that this thoughtlessness, as with sailors, is the result of the mode in which they are made dependent upon others rather than on themselves. Their daily food is found them, and they acquire no habitual care as to the means of subsistence; while the temptation to enjoyment and the means of paying for it occur at the same times. How different is this from the system in Cornwall, where the men think for themselves, and form an intelligent body.

The miners here spoken of are a different set of men from the *apires*, who are those that bring up the heavy burdens. The miners dig the ore from the bowels of the mine while the *apires* are simply labourers, much like the bricklayers' labourers, but who carry less heavy loads, and up a much less height. Mr. Darwin illustrates the extraordinary labour which the *apires* undergo:—"According to the general regulation, the *apire* is not allowed to halt for breath, except the mine is six hundred feet deep. The average load is considered as rather more than 200 pounds, and I have been assured that one of 300 pounds (twenty-two stones and a half), by way of a trial, has been brought up from the deepest mine! At the time the *apires* were bringing up the usual load twelve times in the day, that is, 2400 pounds from eighty yards deep; and they were employed in the intervals in breaking and picking ore. These men, excepting from accidents, are healthy and appear cheerful—their bodies are not very muscular. They rarely eat meat once a week, and never oftener, and then only the hard dry charqui, (dried beef). Although with a knowledge that the labour is voluntary, it was, nevertheless, quite revolting to see the state in which they reached the mouth of the mine; their bodies bent forward, leaning with their arms on the steps, their legs bowed, the muscles quivering, the perspiration streaming from their faces over their breasts, their nostrils distended, the corners of their mouth forcibly drawn back, and the expulsion of their breath the most laborious, each time, from habit, they utter an articulate cry of 'ay-ay,' which ends in a sound rising from deep in the chest, but shrill like the note of a fife. After staggering to the pile of ores, they emptied the 'carpacho,' in two or three seconds recovering their breath, they wiped the sweat from their brows, and, apparently quite fresh, descended the mine again at a quick pace. This appears to me a wonderful instance of the amount of labour which habit (for it can be nothing else) will enable a man to endure."

At a copper-mine Mr. Darwin was told that the Chilean miners had no conception of the value of copper pyrites (a rich ore of copper) until informed of the circumstance by miners from this country: the Chileans laughed at the English for entertaining such a notion; but the English afterwards turned the laugh against them, by making a profitable use of some veins of this ore, which they had bought for a mere trifle.

The mining system of Chile is generally conducted as follows:—There are two principal persons concerned in almost every mine, the *propietor* and the *habilitador*: the first, or the actual miner, lives at his hacienda or farm, and attends to the details of working the ore. The *habilitador* resides at one or other of the sea-port towns; he is the mining capitalist, by whose means the miner is enabled to proceed with his work. The *habilitadores* are generally diligent and prudent men; the *propietor* or miner is too often improvident. The *propietor* farms his own ground, obtaining from his farm vegetables and sometimes live stock for the subsistence of his miners. The melting-house is also generally built on his hacienda, and the ore is brought to his door on the backs of mules. These farmer-miners rarely work a mine with their own unassisted capital; they are seldom wealthy, and when they are so, it is found more advantageous to share with

the *habilitador*, who takes charge of the business part of the concern. The miner is frequently without funds, and is at the mercy of the *habilitador*, who makes what terms he pleases.

The Chilean system has, however, undergone some change by the introduction of foreign capital.

There are at Coquimbo some considerable French trade-houses. M^r. Lambert, who was educated at the Polytechnic school, in France, has constructed reverberatory furnaces, said to be the best in Chile.

Coquimbo is the centre of the copper-mine trade, and Copiapo of the silver-mines. It has been calculated that this latter port sent to Europe, by way of Valparaiso, from 1831 to 1844, twelve millions of piastres worth of silver, in bars, about 2,650,000*l.* sterling.

A great number of foreign vessels, who visit the coasts of the Pacific Ocean, go to Coquimbo, Huasco, and Copiapo, to bring away copper ore, chiefly for England and the United States.

The mines of the province of Coquimbo are in the Cordilleras, and in the hills toward the sea, and in the chain of mountains of the interior. The richness of the ore have caused these mines to be chiefly those explored.

By a law of the Chilean congress which came into operation in 1841, the *exportation of flour and corn is free of duty.*

By a law, dated March 8, 1841, *foreign wines and spirits pay a transit duty at the*

Rate of, per case or cask, of twelve bottles 1 rials per month.

per cask, under 9 gallons	$\frac{1}{2}$	"	"
from 10 to 20 gallons	1	"	"
21 to 30 "	$1\frac{1}{2}$	"	"
31 to 60 "	$2\frac{1}{2}$	"	"
61 to 80 "	3	"	"
81 to 100 "	4	"	"
101 to 120 "	5	"	"
120 and upwards	6	"	"

Hides with the ham on, skins of Guanaco, Vicuna, or Alpaca; wool in the fleeco, washed or unwashed; suet or fat; tallow; common salt in stones or bags, with the exception of salt in small boxes; silver bullion; silver, wrought or unwrought; trinkets, of gold, of silver, or precious stones, imported in transit, upon re-exportation by sea, are charged with a *transit duty* of two per cent, with the exception of metals in bullion, in a wrought or unwrought shape; and of trinkets of gold, of silver, or of precious stones, which are only charged, on re-exportation, with an *ad valorem transit duty* of one-quarter per cent. None of these articles, however, if cleared from home consumption, pay any transit duty at all, but simply the import duty. And, in either case, whether cleared for home consumption or for re-exportation, for each bill of entry the customs claim *two dollars* currency.

By a law dated December 30, 1840, *copper minerals*, calcined or in "eyes," when exported to foreign ports are charged with a municipal duty of one and a half per cent.

CHAPTER XIII.

CUSTOMS REGULATIONS AND TARIFF OF CHILE.

A DECREE establishing a statistical board was passed in 1843. Copiapo declared a major port. Importation of foreign coal permitted through the ports of Papuda, Tongoi, Totoralillo, Chanarol, Pena Blanca, and La Herradara; but only from major ports. Bills of health must be brought by vessels signed by Chilean consuls.

TARIFF OF THE OFFICIAL VALUATIONS OF NATIONAL AND FOREIGN
MERCHANDISE.

The Chilean Custom Duties are generally levied on the Valuation. Duties on the Value are levied according to a specified Tariff of Prices as follows:

IMPORT DUTIES.	Valuation.		Ad Valorem Duty	IMPORT DUTIES.	Valuation.		Ad Valorem Duty.
	plia.	cts.			plia.	cts.	
Acids, muriatic l. lb.	0	80	20	Musical boxes with cylinder, small pocket, from three to six inches long each	2	50	10
— tartaric do.	0	80		— others large, from ten to twenty do. do.	16	0	
— nitric do.	0	25		Caps, cotton doz.	1	75	30
Silver, bars marc	8	80	6	— wool do.	2	0	
— leaf, Hojuela, real oz.	2	75	5	Bullets, cannon-balls, and shot:			
— do. imitation lb.	2	25	20	Bullets and shot, balls of lead			
— do. Libritos (for silvering)				— munition, for sporting qntl.	7	0	
— retaining twenty leaves each, and up to three inches square, real each	0	40	5	Cannon-balls, bombs, grenades, and other missiles of warfare	8	0	
— do. imitation gross	2	0	20	Bottles, pitchers, and jars, &c.:	3	0	
— wire, Briscado, real oz.	2	75	5	Alcarazas, of stone, for water, with or without covers, from eight to twelve inches high			
— do. imitation lb.	2	25	20	Botellas of black glass, ordinary			
— manufactured, anglit. marc	16	0	5	— do. do.	0	50	
— do. old do.	7	0	6	Botellones of glass, do. gall.	0	20	
Firearms and military weapons:				Damajuanas of glass, empty, containing from two to three gallons each	0	25	
Military swords, ornamented with brass, without bolts each	5	0	20	— containing from four to five gallons do.	0	50	
Foils pair	1	0		Buttons:—			
Military sabres in steel or leather scabbards each	2	0		— de alambra gross	0	18	
Heavy artillery, bronze qntl.	15	0	vide the law of 1831, Ar- ticle V.	— ivory do.	0	75	
— iron do.	2	0		— mother-of-pearl (same as ivory) do.			
Guns and carbines, carabinas				— bone, do. do.			
— each	2	50	20	— porcelain, do. do.			
— fusiles do.	5	0	20	— metal, common, do. do.			
Percussion caps 1000	0	30	2	— do. plated, large and plain for miner's use do.	9	0	20
— Anchors, large and small qntl.	8	0	2	— other kind with shanks, plain or fancy, of whalebone or of horn			
Mining apparatus do.	6	0	20	— do. do.	0	37½	
Billiard tables, not including the cloth each	200	0	30	— large or small, gilt or plated			
— balls doz.	12	0	20	— do. do.	8	0	
— cues do.	9	0	30	— do. others do.	0	27½	
— eues do.	4	0	30	— metal, common, so called			
Biscuit, common, sea qntl.	4	0	30	charquisillo do.	0	20	
— best, sweet lb.	0	25		— without shanks, pierced with two or more holes, of whalebone, metal, and bone			
— do. not sweet qntl.	10	0		— do. do.	0	20	
Prussian blue, pure lb.	1	0	10	— do. large or small, covered with any kind of tissue do.	0	68	
— mixed do.	0	25		Button-moulds, pierced with one or more holes, of wood, horn, and bone do.	0	12½	
Distilled spirits:—				Brasiers or stoves of copper or brass, of the ordinary shape, lb.	0	62½	
Anisette in bottles and canastos (baskets), canasto q. two bottles	1	0	25	— cast, from ten to fifteen inches diameter at the surface			
Beer, in bottles 12 bottles	2	0	50	— metal, beehive shape, or- namented, from twenty to twenty-six inches high, with or without teapot each	10	0	
— in any other vessel gall.	2	0	50	Braces, cotton, spun, cocamon, with buckles and leathers, doz.	0	75	
Cider, in bottles 12 bottles	2	0		— do. without buckles, leather, or India rubber do.	0	50	
— in any other vessel gall.	2	0		— do. knitted do.	0	75	
Brandy and spirits of wines, viz.:				— mixed, India rubber do.	2	0	30
Aguardiente of wine 12 bottles	3	0		— do. silk and do. do.	4	0	
— do. in any other vessel				— elastic, in parcels of four pair parcel	0	25	
— gall.	1	0					
— Espiritu of wine lb.	0	80	ad valorem.				
— Geneva, in stone or glass bottles 12 bottles	2	0	ad valorem.				
— do. in any other vessel			ad valorem.				
Liqueurs, mistelas or rosols, in bottles 12 bottles	3	0	ad valorem.				
Rum (same as brandy) gall.	0	25	ad valorem.				
Vinegar, common lb.	0	75	ad valorem.				
— à la rose lb.	3	0	ad valorem.				
Wines, red, in bottles 12 bottles	2	0	ad valorem.				
— do. in any other vessel			ad valorem.				
— white, in bottles 12 bottles	2	0	ad valorem.				
— do. in any other vessel			ad valorem.				

(continued.)

IMPORT DUTIES.	Valuation.	Ad Valorem Duty.	IMPORT DUTIES.	Valuation.	Ad Valorem Duty.
	pis. cts.	per cent.		pis. cts.	per cent.
Brushes, brochas (paint-brushes)	1 50	20	Men's caps, with or without cap- fronts, large or small, oil-skin	5 0	20
— bruzas, for horses	3 0		— cap-fronts, of leather	0 75	
— cepillos, hair, clothes' and table brushes	4 0		Straw, Colombia	26 0	
— do. nail and teeth brushes	0 75		— European, for children, trimmed and not trimmed	13 50	
— do. shoe brushes	2 0	35	— do. for women, large rimmed, without trimmings	30 0	35
— escobillones, with or with- out handle	4 0		— do. cut into the shape of caps, with trimmings	48 0	
Coffee, with or without husks	9 50		— do. without trimmings	27 0	
Coffee-pots, containing from one to five pintas, tin, unvarnished	6 0		— do. for men	36 0	
— do. British metal, not plated	18 0	20	— Peru, coarse, ordinary quality, called media tara or potato	1 12½	30
Bird cages up to twenty-two inches long, of wood	2 0		— from elsewhere, for sailors, ordinary	3 0	
— do. wire (same as of wood)	6 50		— do. for children, of a better quality, and dyed	3 0	
Drawers, knitted, cotton	10 0		— do. other kind, not dyed, called machitos	4 50	
— do. wool, mixed with cotton and unmixed	10 0	35	— do. small rim	6 0	30
Furniture:—			— do. Breguet fashion, same quality as machitos	8 0	
Sofas and canopies, ebony, na- hogany, and other wood, with horse-hair and other cushions	60 0		— called Breguet	15 0	
— of other inferior kind of wood, varnished	10 0	30	Felt, varnished, for sailors	10 0	20
— do. cane	16 0		— common sheep-wool for children, trimmed	1 25	
Chairs, ebony, mahogany, and other kind of wood, without arms, with horsehair and other cushions	40 0		— do. not trimmed	1 0	
— do. with cane bottoms	40 0		Silk and cotton plush, round, trimmed	2 50	30
— other wood, varnished, with wood bottoms	15 0	30	Fur, not trimmed, military, and for runs	6 0	
— do. with straw do	20 0		— round, trimmed	4 0	
— do. with cane do	30 0		— do. not trimmed	2 50	
— made wholly of cane	30 0	48 0	Silk, for women, trimmed and ornamented	48 0	30
— arm, varnished wood, with or without cushions	48 0		Bands and ribbons for trimming, of parchment, morocco, and other leather and tissue, &c.	0 87½	
Cards, playing, Spanish (mono- polised).	18 0		— do.	0 75	
— do. others than Spanish	0 75		Lint	8 0	20
— visiting, enamelled, gilt or not gilt	0 40	20	Ploughs and plough shares, of iron	10 0	
Charts, and topographical maps, &c.	0 40		Cauldrons, digesters, and sauce- pans:—	6 0	
Saucepans of iron, tinned, Nos. 1 o 12	7 0		Balides of iron, with handles	10 0	
— enamelled	9 0	30	Fondos of cast iron, not tinned, of from 100lbs. weight and up- wards	6 0	20
Belts, of leather, for children	2 0		Pallas and periles, from 8lb. to 95lb. weight, of copper	0 40	
— sword, plain	8 0		— of wrought iron	0 12½	
Hoops, wood, of every descrip- tion	3 0		— of cast iron tinned	0 8	
— iron	3 50	30	— do. not tinned	6 0	30
White lead	8 0		Tachos, of ordinary size, up to three pintas, of red copper	5 0	
Iron chains, above half-an-inch in diameter	8 0		— do. of iron	3 0	
— other kind for dogs, trawls, &c.	12 0		Socks for infant children, of cot- ton or wool	1 0	35
Candlesticks, tin, and of var- nished sheet iron	2 0	20	Shirts:—		
— brass, ordinary	3 0		Of cotton, white and coloured, mixed with flax	12 0	
Candles, spermaceti	0 37½		— do. other kind	8 0	
— wax, mixed and unmixed	0 50	35	Of flax and hemp	26 0	20
— tallow	0 15		Of wool (of baize) for sailors	10 0	
Hats, caps, and bonnets, viz:—			Blacking, viz:—		
Men's caps, with or without cap- fronts, large and small, of stuffs, cloth, plain, without trimmings	1 50	30	In tin boxes, of from five to six ounces, raw	0 62½	20
— do. other kind	8 0		In paste, in cakes	0 25	
— do. skin, otter	1 75		Liquid, in earthen pots, of from 18 to 20 ounces, raw	0 75	
— do. other kind (same as otter).	1 75		— do. 28 to 30 do. do.	1 25	
			— do. 40 to 46 do. do.	2 0	10
			Wax, white and yellow	50 0	
			Sealing-wax in sticks	0 75	
			Scissors, viz:—		
			Shears, formories (ordinary) up to two inches broad	1 25	20

(continued.)

IMPORT DUTIES.	Valuation.		Ad Valorem Duty.	IMPORT DUTIES.	Valuation.		Ad Valorem Duty.
	pia.	cts.			pia.	cts.	
Scissors:—(continued)				Boots and Shoes:—(continued)			
Shears, crochets, up to one inch in width.....doz.	0	50		do. for women, of goats' skin, embroidered.....doz.	7	0	
Tijeras (scissors) with legs and small scissors, of one size (scissors for horse trimming).....do.	3	50		do. plain.....do.	6	0	
— for tailors, with large screw, from 10 to 13 inches long.....do.	18	0		do. of morocco leather or calf-skin.....do.	7	0	35
do without screw, from 8 to 12 inches.....do.	6	0	20	do. of satin or any other description of stuff.....do.	7	0	
— sheep shears, common.....do.	1	50		— cut only (cortes) not made up, of goats' skin, embroidered 12 pairs.....do.	3	50	
— for cutting tin for goldsmith's work.....do.	4	0		do., plain.....do.	3	0	30
— common, of cast iron, for dressmakers, up to five inches long.....do.	0	12½		do., of morocco leather.....do.	2	0	
— do., others from five to eight inches long.....do.	0	62½		Braid and cord, of cotton.....lb.	1	25	20
Nails, viz:—				— of wool.....do.	2	0	
Of copper and composition longer than one inch.....qntl.	30	0	2	Cord of silver.....oz.	1	50	
Of iron, longer than one inch.....do.	6	0		— gold.....do.	3	0	
— brads.....lb.	0	12		Horn, astas of cattle, whole per 1000.....do.	30	0	
— for horse-shoeing.....qntl.	12	0		do. tips of.....do.	10	0	
Rivets of copper.....do.	30	0		— curru, of stag, entire or not.....lb.	0	15	
— of iron.....do.	12	0	15	Cotton-wool, not picked.....qntl.	3	75	10
Broad header, used for ornamenting trunks, of bronze, and also of copper.....per 1000	0	80		— picked.....do.	8	0	
Other kinds, less than one inch long, of copper.....lb.	0	50		Painters' colours of every kind prepared.....lb.	0	9	20
— of iron, &c.....do.	0	18		Knives:			
Gluc, in cakes.....do.	0	15		Cuchillones, for carpenters' and carpenters' use.....doz.	8	0	
Isinglass.....do.	1	50	20	— for curriers' use double-bladed.....do.	40	0	
Collars and Cravats, viz:—				Cuchillo, for butchers' use, not exceeding eight inches long, and hunting knives.....do.	1	25	
Corbates, for sailors, of wool or of mixed with cotton.....doz.	2	50	20	do., bedknives.....do.	0	37½	
Corbates for men, of all kinds of stuff.....do.	6	0		do., table-knives, carving-knives, with horn or bone handles, and the blade from six to ten inches.....do.	1	25	20
Cuellos for men, of cotton.....do.	1	0	35	— do., with forks, superior, with ivory handles, for fruit.....do.	1	0	
— of flax.....do.	3	0		do., other kind.....do.	5	0	
Ropes, Jarcas, viz:—				do., common, with handles of whalebone, wood, horn, iron, and bone.....do.	1	50	
Of hemp, and of every other material, white and tarred.....qntl.	10	0	20	Navajas, for sailors' use.....doz.	0	75	
— old, not fit for use.....do.	3	0		Chalks, in wooden cases common.....doz.	1	0	20
Strings for Musical Instruments.				— for carpenters' use.....do.	2	0	
Alambre (metallic), for all kinds of instruments in general.....lb.	0	75		Castors of pottery, common, up to four inches high.....per 100	2	0	
Guardas (gut), for guitars and violins.....gins.	2	0	20	— superior, of slate colour.....lb.	0	5	20
Entorchados (strings wound round with metallic wires).....do.	4	50		— do, other kind, not exceeding four inches high.....doz.	0	75	
Boots, viz:—				Spoons, viz:—			
Of calf skin, ready made.....each	4	0	35	— silver, of copper, plated, for tea or coffee.....do.	0	5	
— legs of, in parcels.....do.	1	0	30	do., other kind.....do.	1	50	
— strips of leather for trimmings.....doz.	1	0		— of iron, tinned, for tea or coffee.....gins.	1	25	
Lace-up boots, for women.....do.	12	0	35	do., other kind.....do.	2	50	
— for men.....do.	20	0		— of white metal, German silver, for tea or coffee.....doz.	1	50	
Boots and shoes, viz:—				do., other kinds of the ordinary size.....do.	3	0	20
Slippers, common, of cotton, wool, and skin, for women and men.....do.	6	0		do., English, for tea or coffee.....gins.	3	0	
— trimmed with silk, for women, or otherwise trimmed and ornamented.....do.	10	0	35	do., other kind.....do.	0	0	
Shoes, zapatos (galoches), of oil-calf-skin, for men.....do.	20	0	35	Soup spoons, earthenware, of German silver.....doz.	12	0	
— (zapatos) of India-rubber for women and for men.....do.	10	0	20	— of tinned iron.....do.	1	50	
— do, manufactured, for boys, of calf-skin, up to seven inches long.....do.	8	0		— of British metal.....do.	2	50	
— do., other kind, for sailors.....do.	10	0		Cuirass of metal.....each	5	0	
— do., other kind common.....do.	10	0		Copper and Brass, viz:—			
— for girl, up to seven inches long, of morocco leather and of calf-skin.....do.	3	0	35	Cobre (red), in bars or ingots, for exportation.....qntl.	13	0	6
— do. of every kind of tissue do.	3	0		— sheet copper.....lb.	0	30	2
				— worked up into common pieces, weighing 8 lbs. and upwards.....do.	0	40	20
				— old, not fit for use.....qntl.	18	0	2

(continued)

IMPORT DUTIES.	Valuation.	Ad Valorem Duty.	IMPORT DUTIES.	Valuation.	Ad Valorem Duty.
	pta. cts.	per cent.		pta. cts.	per cent.
Copper and Brass:—(continued)			Thread:—(continued)		
Cobbe, red, in small pieces, for exportation.....qntl.	8 0	7½	— of spun wool, other kind, white and coloured.....lb.	2 0	
Brass, sheet.....lb.	0 32		— of flax, white, called "de Flandres," of from the Nos. 20 to 120.....do.	2 50	30
— wire (alambre), for musical instruments.....do.	0 75	20	— do, coloured, ordinary, for sewing.....do.	0 40	
— do, other kind.....do.	0 30		Plants.....dozen	3 0	20
— in flat or round hoops for ornamenting carriages.....do.	0 75		Artificial flowers.....do.	7 0	
Metalles de cobre for exportation, mineral ore, raw.....qntl.	1 75		Free, for boots.....par	3 0	30
— do, calcined or burnt.....do.	2 0	7½	— for hats.....each	1 50	
— in the first stage of manufacture (first fusion).....do.	3 0		— for shoes.....pair	0 50	20
Dates.....lb.	0 20	20	Fringes of cotton, white and coloured.....yard	0 8	20
Hire (dadas), of iron, molar, of coal, and bone.....doz	0 50	20	— pure, of wool, white and coloured, & mixed with cotton.....do.	0 10	
Thumbles, of steel, of iron, of white and yellow metal, gross.....lb.	1 50	20	Chees.....do.	0 18	30
— rempujos, for sail makers.....do.	2 0	20	Gallons, &c., viz:—		
Miscellaneous waters, in ordinary bottles.....do.	1 50		— Fraijas of wool (see Guichas).....do.		
— do, in 12 bottles.....do.	1 50		Gallons of gold and silver, retail.....do.	2 75	5
Cologne water, in long narrow bottles, of common glass.....do.	6 50		— do, do, imitation.....lb.	2 15	20
Orange flower water, in ordinary bottles.....do.	6 0	20	Guichas of cotton, for breeches, mixed with silk, with button, rubber, of one-half to one inch broad.....do.	0 12½	
Lavender water, in half-bottles, 12 half-bottles.....do.	2 0		— do, do, of more than one inch and not exceeding two inches broad.....do.	0 25	
Spirits of turpentine.....qntl.	0 75		— do, for boot straps, do, do, one and a half inches broad, do, of wool for carriage trimmings, from one and a half do, do, three inches broad, for liveries, &c., pure.....do.	0 30	
Emamel, in ordinary leaves.....lb.	2 50		— do, do, mixed with cotton.....do.	0 30	
— cut into pieces of diverse shapes, for artificial flowers.....do.	4 0	20	— do, do, mixed with silk.....do.	0 30	
— do, with stones, for flowers and other purposes.....gross	1 50	20	Gloves of cotton, knitted, with or without fingers (mittens).....doz.	1 25	
Emery, for polishing.....qntl.	9 0	20	— of wool, unmixed and mixed with cotton.....do.	2 0	35
Anvils, of iron.....do.	8 50	20	— at length, of doe skin.....do.	4 0	
Chinase, in cakes, for drawing.....lb.	1 25		— do, of kid, long gloves, and other kind.....do.	6 0	
Writing ink, in small bottles, from four to five ounces weight including the bottle.....12 bot.	0 37½	20	Waistcoats, cambrics, knitted (under-waistcoats), of cotton.....do.	6 50	
— in earthen pots of one pint 12 pots.....do.	2 0		— do, of wool, unmixed and mixed with cotton.....do.	10 50	35
Printing ink.....lb.	0 18½		— chalcas, mixed or unmixed, of wool, unmixed or mixed, of silk.....each	2 0	
Pins, steel, common, in papers or en masse, of every size, including the paper in which they are set.....lb.	0 40		— do, of every other kind.....do.	1 0	
— horquillos, hair pins, including the paper in which they are set, and also that in which they are packed, of iron and of brass.....do.	0 30	20	Grain, pearled barley.....qntal	10 0	20
Essences of all kinds, except of roses.....do.	3 0	20	— rice.....do.	4 0	
Tin, in pigs.....qntl.	12 0	10	— dried pease.....do.	6 0	30
Currycombs.....doz.	1 75	20	Ships' scrapers, with or without handles.....doz.	3 0	20
Leathern cues, for hats.....each	2 25	30	— do, for white washers, with wooden handles.....do.	3 50	
— for sporting guns.....doz	10 0		Gridirons, of iron.....qntal	12 0	20
Sickles, with handles.....do.	1 50	20	Jews' harps for children.....gross	1 0	20
Steel, raw.....qntl.	7 0	10	Guitars, with case.....each	7 0	
Cast iron.....do.	0 50		— without case.....do.	4 0	10
Tin, in sheets, not exceeding 14 inches long.....case of 225 pieces	9 50	10	Cloaks and Coats, viz:—		
— do, 20 do, case of 112 pieces.....do.	15 0		— Cloaks of wool for wo, of mixed or unmixed stuff, short or long with or without sleeves, embroidered.....do.	22 0	
Horse shoes.....qntl	10 0		— do, do, other kind of one or several colours.....do.	11 0	
— for ironing.....doz	2 50		— for men, of cloth.....do.	25 0	20
Thread of the blue bale, not twisted.....lb.	0 25		Capotes of bourcau, &c., for men, capes, machintoshes.....do.	10 0	
— do, do, twisted do.....do.	0 35		— do, do, other kind.....do.	8 0	
— of hump, for shoemakers and for sailmakers.....qntal	25 0	20	Frock coats, of cashmere, of cloth.....do.	10 0	
— of cotton, for sewing, on reels of 100 yards of thread each.....gross	2 25		— do, do, do.....do.	12 0	
— do, do, other kind, white and coloured.....lb.	0 52½		Axes and pickaxes for carpenters, azuelas, with handles, doz.	6 0	
— of spun wool, for embroidering.....do.	2 0		— do, without handles.....do.	3 50	20
			— do, hachas.....do.	10 0	
			— do, hachas, with or without handles.....do.	5 0	

(continued.)

IMPORT DUTIES.		Valuation.	Ad Valorem Duty.	IMPORT DUTIES.		Valuation.	Ad Valorem Duty.
		pta. cts.	per cent.			pta. cts.	per cent.
Axes and pickaxes—(continued.)				Mats and matting—(continued.)			
— for grubbing up.....	galatal	8 0	20	— felpudos of straw, up to 30 inches long.....	dozen	7 0	
Hoes of iron, with/ut handles, do.		8 0		— petates of Guatemala, painted.....	square vare	0 20	
Lanterns:—				— do of Manila, coloured, do.	do	0 12½	
— of glass, oval, being in height up to seven inches, each		0 40	30	— do. of Peru, white.....	do.	0 32	
— do. above seven and up to ten inches.....	do.	0 80		Mirrors and looking-glasses:			
— do. above ten and up to fourteen inches.....	do.	1 7½		— of 3 to 6 inches long, including frame.....	dos.	0 25	20
— do. above fourteen and up to eighteen inches.....	do.	4 0		— in wooden cases, from 6 to 12 inches, including case....	do.	2 25	
— do. above eighteen and up to twenty-two inches.....	do.	6 0		— with frames of painted or gilt wood, from 6 to 12 inches long, including frame.....	do.	4 0	
— do. above twenty-two and up to twenty-six inches.....	do.	8 0		— from 13 to 16, each	do.	1 50	
— do. above twenty-six and up to thirty inches.....	do.	12 0		— 17—20.....	do.	3 50	
— round, being in height up to seven inches.....	do.	0 25		— 21—24.....	do.	7 0	
— do. above seven and up to ten inches.....	do.	0 50		— 25—30.....	do.	13 0	
— do. above ten and up to fourteen inches.....	do.	1 0		— 30—32.....	do.	18 0	
— do. above fourteen and up to eighteen inches.....	do.	2 0	duty free.	— 33—35.....	do.	25 0	
— do. above eighteen and up to twenty-two inches.....	do.	4 0		— 36—38.....	do.	35 0	
— do. above twenty-two and up to twenty-six inches.....	do.	6 0		— 39—41.....	do.	45 0	
— do. above twenty-six and up to thirty inches.....	do.	10 0		— 42—44.....	do.	65 0	
— of talc, up to fifteen inches high.....	do.	0 75		— 45—47.....	do.	75 0	
— of glass, for carriages.....	do.	2 0		— 48—50.....	do.	85 0	
Corks for bottles..... per 1000		2 0		— 51—53.....	do.	100 0	
Litharge.....	quintal	8 0		— 54—56.....	do.	120 0	
Books, printed.....	lb.	0 62½		— 57—59.....	do.	140 0	
Registers, plain or ruled.....	do.	0 50		— 60—62.....	do.	160 0	
Manna.....	do.	0 50		— 63—65.....	do.	190 0	
Iron pots, of cast iron, not tinned, with feet.....	quintal	4 0	20	— 66—68.....	do.	220 0	
— do. glue pots.....	dozen	5 0		— 69—71.....	do.	250 0	
— other, of from one to sixteen pints, tinned.....	do.	9 0		— 72—74.....	do.	280 0	
— do. enamelled.....	do.	12 0		— 75—77.....	do.	300 0	
Hammers, combus, of iron, for miners.....	quintals	7 0		— 78—80.....	do.	0 75	
— martillos, for shoe and boot-makers, with handles.....	dozen	2 0		— up to 16.....	do.	1 50	
— do. for blacksmiths, without handles.....	lb.	0 7		— 17—20.....	do.	3 50	
— do. for carpenters, with handles.....	dozen	4 0		— 21—24.....	do.	6 50	
— picos, of iron, without handles.....	quintal	8 0		— 25—29.....	do.	10 0	
Candle and lamp wicks, merriposans (night light), in boxes containing from 50 to 100.....	12 boxes	0 25	20	— 30—32.....	do.	13 0	
— do. from 100 to 200.....	do.	0 50		— 33—34.....	do.	18 0	
— mechas of cotton, not longer than four inches, for lamps	gross	0 75		— 35—38.....	do.	23 0	
— pabilos (spun) of cotton	quintal	20 0		— 39—41.....	do.	28 0	
Bits for horses, of iron, common	dozen	9 0		— 42—44.....	do.	33 0	
— do. superior.....	do.	18 0		— 45—47.....	do.	38 0	
Coffee and spice (hand) mills, of wood.....	do.	8 0		— 48—50.....	do.	44 0	
— do. of iron.....	do.	12 0		— 51—53.....	do.	50 0	
— with fly wheel.....	do.	0 10		— 54—56.....	do.	60 0	
Mustard, in grains.....	do.	0 60		— 57—59.....	do.	70 0	
— in flour.....	do.	1 50	30	— 60—62.....	do.	80 0	
— prepared in pots, of from 15 to 14 ounces weight.....	12 pnts	2 0		— 63—65.....	do.	95 0	
— do. in pots of from 16 to 22 lbs. weight.....	do.	2 0		— 66—68.....	do.	110 0	
Mats and matting, esteras, of China, for windows and doors, &c.....	dozen	0 0		— 69—71.....	do.	125 0	
— do. floor matting, from 36 to 55 inches broad.....	yard	0 18		— 72—74.....	do.	140 0	
				— 75—77.....	do.	150 0	
				— 78—80.....	do.	0 50	
				Opium, in paste.....	do.	5 0	
				Gold, in paste and dust.....	marc	125 0	duty free.
				— in leaves, hafuelas, for gilding, imitation.....	lb.	2 25	20
				— do. real.....	oz.	7 75	5
				— books containing from 20 to 25 leaves each, and up to three inches square, imitation.....	gross	2 0	20
				— do. real.....	book	0 40	5
				— brisado, for gilding, real, oz.	2 75	20	5
				— do. imitation.....	lb.	2 25	20
				— cautillo, real.....	lb.	2 75	5
				— do. imitation.....	oz.	2 25	20
				— colored.....			duty free.
				— manufactured in pieces, fit for use.....	marc	150 0	5
				— do. old, not fit for use.....	do.	100 0	duty free.
				Spangles, of silver, imitation.....	lb.	2 25	20
				— do. real, gilt or not.....	oz.	2 75	5
				Waferas.....	lb.	1 25	30
				Trousers, of cashmere.....	each	4 0	35
				— of cotton, flax, or hemp, do.		2 0	

(continued)

IMPORT DUTIES.	Valuation.	Ad Valorem Duty.	IMPORT DUTIES.	Valuation.	Ad Valorem Duty.
	pta. cts.	per cent.		pta. cts.	per cent.
Trousers, of cloth, common and rough for sailors.....each	1 50	33	Frying-pans, of iron, up to 12 inches diameter, tinned.....do.	4 0	
— do. other kinds (see Cashmere.)			— do. not tinned.....do.	2 40	
Paper, white, for printing (450 sheets in a ream), the greatest length not exceeding 30 inches			Weights of copper or bronze of any shape.....lb.	0 80	
— square letter-paper.....do.	2 0		— of cast-iron.....do.	0 10	
— music paper ruled.....do.	1 75		Powder-flasks.....dozen	9 0	
— other kinds of ordinary dimensions 500 sheets in a ream— florete (a very thin paper).....do.	5 0		Tar, barniz, common, for ships, &c.....gallon	0 50	
— medio-florete, other kind.....do.	2 23		— pez, Greek, or red.....quintal	3 0	
— blotting-paper (450 sheets in a ream).....do.	1 23		Pottery, porcelain cups, mates.....dozen	4 50	
— cartridge-paper.....quintal	3 0		— do. tazas, tea or coffee cups and saucers, gilt or painted.....do.	3 50	
— paper-hangings, in rolls (piezas) from 10 to 12 varas long and not more than 22 inches broad.....roll	8 0		— do. not gilt or painted.....do.	2 25	
— sand-paper, not exceeding 18 inches.....ream	0 62	20	— common white and coloured, in basket, &c., whole, from 21 to 48 cubic feet.....basket	36 0	
— for shades, window-blinds, &c.....do.	4 0		— do. in half baskets, from 13 to 20 cubic feet.....half basket	24 0	
— copying-paper (used with a copying-machine).....do.	2 50		— do. in quarter baskets, up to 12 cubic feet.....quarter basket	14 0	
— for making cigarettes, best (in reams of 500 sheets).....do.	3 0		Pots and pails (lucernas), of British metal of every shape.....dozen	10 0	
— do. in books the length of a cigar.....12 doz.	0 75		— lecheras (milk-pails) of British metal.....do.	8 0	
Parasols and umbrellas, of cotton, from 25 to 32 inches.....each	0 87		Gunpowder, for sporting, fine grained.....lb.	0 40	
— of silk (vide silk).			— for large and small ordnance.....do.	0 15	duty free.
Parchment for drum-heads, of the usual size.....12 sheets	3 0	30	Blocks, (matones) inch in length	0 12	2
Perfumery, in other vessels than of crystal or fine porcelain			Ploughs, with shares.....each	3 0	
12 pots	1 50		Planes of every description, up to 24 inches long.....dozen	10 0	20
Combs:			Girths of hemp, cotton, and wool.....12 pair	9 0	30
— horn.....doz.	1 0		— not made up of cotton and wool, of one colour.....yard	0 16	
— do. of tortoiseshell.....do.	12 0	20	Soap, common kind, in cakes or bars, for washing linen.....quintal	7 0	
— do. other kinds, of boxwood.....do.	0 30		Saws, serruchos, with handles, from 9 to 20 inches long.....dozen	9 0	
— do. other wood.....do.	0 25	30	— do. small and pointed, for cutting key-holes, 10 or 12 inches long.....do.	3 0	20
— do. of ivory, from 3 to 4 inches long.....do.	1 25		— do. not broader than one inch.....do.	4 0	
— peinetas (side combs) per pair, of horn.....gross	5 0	20	— sierras, from 60 to 76 inches long.....each	4 0	
— do. of tortoiseshell.....doz.	6 0	15	— blades of, from 20 to 36 inches long and up to 1 inch in width.....dozen	4 0	
— do. of iron.....gross	3 50		Saddlery:—		
Spades, of iron, with handles.....doz.	7 0		— harness for carriage-horses.....per set	30 0	
— do. without handles.....do.	3 50	20	— leather halters.....dozen	5 0	
Hydrometers of glass.....do.	2 50		— saddles, trimmed or not, side-saddles.....each	30 0	
Paintbrushes (brochas), for house-painters, &c.....do.	1 50		— do. saddles for men (without any metal).....do.	20 0	
— shaving-brushes.....do.	1 0		Bellows, kitchen, common, being in breadth up to 12 inches.....dozen	6 0	30
— pencils and brushes for portrait, &c., painters.....do.	0 75	10	— do. above 12 and up to 17 inches.....do.	10 0	
Lead, pig.....quintal	4 50		— for forges, from 17 to 30 inches broad.....inch	0 75	
— sheet.....do.	6 0		— do. above 30 and up to 50 inches broad.....do.	1 0	
— manufactured in pieces, of every description, weighing more than 10 lbs.....do.	6 50		Sieves, arneros, of wire, from 12 to 30 inches diameter, of iron.....dozen	7 50	
— do. old, not fit for use.....do.	4 50		— do. of brass.....do.	12 0	20
*Pens, steel, without penholder.....gross	0 75		— cederos, of horsehair, from 8 to 16 inches diameter, and of other tissues.....do.	3 50	30
— quills made into pens.....1000	4 0		Augers, with iron, of from one-half two inches diameter.....do.	6 40	
— do. not do.....do.	3 0	30	Centrobits, of from one to three dozen bits.....each	3 0	20
— penholders of wood, metal, or bone.....gross	1 50		Drills, from two to six inches long.....dozen	0 40	
Ornamental feathers, ostrich natural.....lb.	0 45				
— coloured, ready made up for bonnets, longer than ten inches.....dozen	5 0				
— do. in parcels of three, not longer than eight inches.....12 parcels	3 0				

(continued.)

IMPORT DUTIES.	Valuation.	Ad Valorem Duty.	IMPORT DUTIES.	Valuation.	Ad Valorem Duty.
	pia. cts.	per cent.		pia. cts.	per cent.
Tea-kettles and tea-pots of copper, of red copper or bronze, holding from two to six pias doz. each	16 0	20	Cotton ties:—(continued)		
— of brass, with warmer, standing not higher than eight inches.....each	3 50		— do. from 81 to 90 threads, from 22 to 25 inches.....each	3 50	
— of iron, holding from two to ten pias, cast, also tinned.....do.	10 0		— do. above 90 threads, from 22 to 25 inches.....do.	4 0	
— do. of enamelled iron.....do.	12 0	50	— lawn, white or coloured, patterned from 32 to 42 inches broad.....yard	0 15	
— of British metal.....do.	16 0		— listados, square and striped pattern, from 36 to 30 inches in width.....do.	0 7	
Tea, pays a specified duty of.....lb.	..		— do. from 31 to 36 do.....do.	0 12	
Cotton tissues:—			— Merinos serged, of one single colour, in pieces of 28 yards, from 22 to 26 inches in width piece	3 0	
— stockings for women, Scotch thread, fine quality, embroidered.....12 pairs	8 0		— Pocket and other handkerchiefs, neckerchiefs for men, from 32 to 36 inches long doz.	2 0	
— do. plain.....do.	8 0		— pocket handkerchiefs printed red, commonly called of Turkey, from 30 to 32 inches.....do.	1 62½	
— do. open work.....do.	8 0		— do. common, from 24 to 28 inches.....do.	0 56½	
— do. other kind, white, plain, common.....do.	1 62½		— do., above 26 to 28 in.....do.	0 62	
— do. courans.....do.	1 81½		— do., above 28 to 32 in.....do.	1 0	
— do. half-fine and of fine quality.....do.	2 81½		— do., above 32 to 36 in.....do.	1 25	
— do. open work, embroidered do.	3 0		— other kind, of Madras or palestine, real or imitation, from 28 to 34 inches long.....do.	1 12½	
— do. other kind.....do.	2 25		— muslins and muslin gauze, gaus, white, plain, from 30 to 40 inches in width.....do.	0 12	
— do. colour, d of every quality do.	1 75		— do., patterned, from 28 to 40 in.....do.	0 12	
— do. for men, white, plain, common.....do.	2 0		— do., muselinas, painted or printed, from 26 to 30 in.....do.	0 12½	
— do. courans.....do.	2 50		— do., from 31 to 36 in.....do.	0 13	
— do. fine quality.....do.	4 0		— nankin, English, in pieces, up to 11 vares long and 18 in wide.....piece	0 63	
— do. open work at sides, common.....do.	2 0		— do., of China, blue or gauze, in pieces, up to 11 vares long, and 18 in wide.....do.	0 75	
— do. courans.....do.	3 0		— do., yellow, in pieces, from 7 to 8 vares long.....do.	0 50	
— do. fine quality.....do.	4 0		— nankineties or goretines, single, from 20 to 23 in wide yard	0 7	
— do. coloured of every quality do.	3 0		— do., 24 to 27 in. wide.....do.	0 9	
— socks for children.....do.	0 07½		— picl (crossed), not double, satined, from 24 to 27 inches wide, white.....do.	0 16	
— do. for men.....do.	1 25		— do., coloured.....do.	0 18½	
— canvass, for embroidering upon, from 20 to 35 inches in width.....vare	0 62½		— do., printed.....do.	0 14	
— gingham, striped or square pattern, from 30 to 36 inches in width.....yard	0 12		— felt for hats, from 25 to 30 in. white.....do.	0 55	
— cholet, from 24 to 28 inches broad, plain.....do.	0 10		— quilted stuff, common or Marseilles, from 22 to 25 in. wide.....do.	0 18	
— coco (gummed calico), coloured, for linings, from 24 to 30 inches broad.....do.	0 10		— do., other kind, from 24 to 27 in. wide white.....do.	0 20	
— tickings (cotines), single, from 24 to 27 inches broad.....do.	0 9		— do., coloured thread dyed, and other kind.....do.	0 75	
— do. double, from 25 to 30 inches broad.....do.	0 12½		— ribbons and galcons, of hiladillo, in pieces of from 10 to 12 vares, white and black, up to 1 in. wide.....12 pieces	0 25	
— Russian drills, pure, from 24 to 27 inches in width, single mixed of one colour.....do.	0 12½		— do., of more than of 1 to 2 in. wide.....do.	0 60	
— do. double, of more than one colour.....do.	0 22		— do., of ribetillo, serged, in pieces of 32 vares.....piece	0 12	
— flannel, from 24 to 28 inches do.	0 11		— do., other kind, (coloured, plain, or patterned, up to 1 in. wide.....100 yards	0 50	
— fort-en-diable (gummed), from 24 to 28 inches broad, plain, of one colour only.....do.	0 12½		— do., of more than 1 to 2 in. wide.....do.	1 50	
— do. quilted, or other kind do.	0 16		— do., of imitation gold and silver, from 1 to 2 inches wide, vare	0 9	
— gergon, from 30 to 36 inches in width.....do.	0 14		— shawls and neckerchiefs, pannels, of gauze or cambric, from 31 to 36 in.....do.	1 25	
— Indianas (quimones), in pieces of 28 yards, red, commonly called of Turkey, from 22 to 26 inches in width.....each	5 0				
— do. from 27 to 32 do.....do.	7 50				
— do. other kind, containing in a square of half an inch, both warp and woof, not more than 60 threads, from 22 to 24 inches.....do.	2 0				
— do. from 61 to 70 threads, from 22 to 24 inches.....do.	2 50				
— do. from 71 to 80 threads, from 22 to 24 inches.....do.	3 0				

(continued.)

IMPORT DUTIES.	Valuation.	Ad Valorem Duty.	IMPORT DUTIES.	Valuation.	Ad Valorem Duty.
	pta. cts.	per cent.		pta. cts.	per cent.
Cotton tissues :—(continued)			Cotton tissues :—(continued)		
shawls and neckerchiefs, pannels, of tulle, embroidered, black and white, from 38 to 48 in. wide	2 50	15	known under the name of generic, otherwise then serged, white, plain, having in the warp, per square of $\frac{1}{4}$ an inch, more than 30 up to 44 threads in width, up to 36 in. do.	0 11	15
do., from 54 to 64 in. wide do.	4 0		do., above 44 threads in width, from 24 to 28 in. do.	0 12	
do., coloured, red, commonly called "of Turkey," with fringe, from 32 to 36 in. broad	3 50		do., up to 32 in. do.	0 12	
do., from 54 to 64 in. broad do.	9 0	20	do., 38 in. do.	0 14	20
do., without fringe, do.	2 0		do., 40 in. do.	0 16	
do., other kind, plain or serged, with fringe, from 30 to 36 in. broad	2 50		do., 46 in. do.	0 81	
do., from 54 to 64 in. broad do.	4 50	20	do., dyed, or striped of one colour	0 20	20
do., without fringe, from 30 to 36 in. broad	1 25		Tissues of horse hair, from 20 to 28 inches broad, black, plain	0 4	
do., from 54 to 64 in. broad, do.	3 0		do., patterned, and other colours	1 0	15
do., rebosos or chales, common, with square or striped pattern	5 0	15	Tissues of wool (alpaca), from 18 to 24 in. broad	1 12 $\frac{1}{2}$	
tulle, encages, patterned, common, from 1 to 4 in. yard do.	0 4		do., above 24 to 34 in. broad do.	0 40	
fine quality, from $\frac{1}{4}$ to 1 in. do.	0 2	15	do., above 34 to 46 in. broad do.	0 60	15
do., above 1 to 5 in. do.	0 12 $\frac{1}{2}$		do., anacoste, or anascoste, from 30 to 36 in. broad, pure, and mixed with cotton	0 80	
do., plain, from $\frac{1}{4}$ to 4 in. do.	0 1 $\frac{1}{2}$		do., astracan (a kind of English plush), of one colour, from 25 to 27 in. broad	0 37 $\frac{1}{2}$	20
English tulle, plain, from 26 to 30 in. do.	0 30	20	do., stockings for men and women, mixed and unmixed	0 40	
velvet (paunas), plain, fine quality, for gowns, of one or more colours, painted or stamped, from 17 to 24 in. do.	0 25		do., socks, for children	4 50	30
do., other kind, of one colour from 13 to 16 in. do.	0 18	20	do., for men	1 0	
do., other kind, of one colour or painted, from 17 to 26 in. broad	0 25		do., baize of pelton, from 60 to 70 in. broad, with long nap	2 0	30
known under the general name of "generic," pure for ponchos (a kind of cloak), from 25 to 30 in. broad	0 50	30	do., with short nap	1 25	
do., above 30 up to 60 in. do.	1 0		do., other kind, of 100 threads, and both sides alike, from 60 to 72 in. broad	1 0	30
do., other kind, serged, white, from 25 to 28 in. do.	0 10	30	do., other kind, bayetilla, from 56 to 70 in. do.	0 82	
do., up to 30 in. do.	0 10 $\frac{1}{2}$		do., fapicla, the same bouracan (plaid shawls) from 24 to 29 in. broad, Scotch	0 65	30
do., 32 in. do.	0 11		do., other kind, double, of one colour	0 30	30
do., 34 in. do.	0 11 $\frac{1}{2}$	30	do., single	0 50	
do., 36 in. do.	0 12		do., cashmere, from 26 to 30 in. broad, unmixed	0 25	30
do., dyed, or with stripes of one colour	0 4	30	do., mixed with cotton	1 12 $\frac{1}{2}$	
do., otherwise than serged, raw, plain, known by the name of cujos, being in breadth from 23 to 29 inches	0 6	30	do., cassinette, pure, from 24 to 27 in. broad, and mixed with cotton	0 75	30
do., above 26 to 28 in. do.	0 7		do., chali, from 25 to 33 in. plain or patterned	0 70	
do., 29 in. do.	0 8	30	do., damasks, pure and mixed with cotton, from 25 to 30 in. broad	0 50	30
do., 32 in. do.	0 9		do., from 50 to 60 in. broad, do.	0 35	
do., 36 in. do.	0 10	30	do., cloth for billiard tables	0 70	30
do., 38 in. do.	0 11		do., duraderas (lasting), of one colour, from 24 to 27 in. broad, satined and serged	4 0	
do., 41 in. do.	0 12	30	do., barges, lavilla, for flags, from 12 to 15 inches broad	0 45	30
do., white, plain, having in the warp, per square of half an inch not more than 36 threads in width, up to 23 in. do.	0 4		do., other kind, with pattern from 21 to 25 in. broad do.	0 13	
do., above 23 to 26 in. do.	0 6	30	do., other kind, plain or serged, for coat-linings, pure, from 16 to 20 inches broad	0 30	30
do., 26 in. do.	0 7		do., from 21 to 25 inches broad	0 14	
do., 30 in. do.	0 8	30	do., mixed with cotton, as "pure."	0 25	
do., 33 in. do.	0 9				
do., 36 in. do.	0 10				
do., 38 in. do.	0 11				
do., more than 36 up to 44 threads in width, from 24 to 27 in. do.	0 7				
do., up to 30 in. do.	0 8				
do., up to 33 in. do.	0 10				

(continued.)

IMPORT DUTIES.	Valuation.	Ad Valorem Duty.	IMPORT DUTIES.	Valuation.	Ad Valorem Duty.
	pls. cts.	per cent.		pls. cts.	per cent.
Tissues of wool—(continued).			Tissues of wool—(continued).		
— flannel, français, from 24 to 28 inches, unwatered..... yard	0 20		— general denomination of "gen- eros" for ponchos, pure, from 25 to 30 inches.....do.	0 62½	30
— do. mixed with cotton, com- mon.....do.	0 18		— do. from 31 to 60 inches.....do.	1 25	
— do. best quality.....do.	0 25		— do. mixed with cotton (see "pure.")		
— gambrus, of wool and cot- ton (a kind of stuff resembling crape), not exceeding 28 inches do.	0 30		— other kind, of pure wool crossed, both sides alike, glossy, up to 28 inches broad do.	0 62½	20
— merino cloth, double, un- watered, for summer coats, from 45 to 55 inches broad..... vare	1 50		Tissues of hemp and flax.		
— do. for women, serged on both sides, from 42 to 50 inches broad.....do.	0 87½		— cambric, batista, from 27 to 36 inches breadth..... vare	1 0	15
— do. on one side, from 40 to 45 inches broad.....do.	0 50		— Brabant, from 33 to 40 inches broad.....do.	0 45	
— molleton, or espagnoletti (fine raton), from 40 to 50 inches broad.....yard	0 88		— britannies, in pieces of from 7 to 8 vases long pure and mixed with cotton, breadth from 24 to 26 inches, from 70 to 80 threads in a square of ½ inch of both warp and wool piece	2 0	
— muslin, from 22 to 26 inches broad, unwatered, plain and open work.....do.	0 30		— do. breadth from 30 to 26 inches, having in the square ½ inch of both warp and wool, from 60 to 7½ threads.....do.	2 25	
— do. mixed with cotton, plain do.	0 12½	20	— " 71—80 ".....do.	2 50	
— do. open work.....do.	0 18½		— " 81—90 ".....do.	3 0	
— plash for collars of cloaks, from 12 to 16 inches broad.....do.	0 60		— " 91—100 ".....do.	3 50	
— shawls and kerchiefs, of cashmere, common, from 40 to 50 inches long.....doz	13 0		— " 101—110 ".....do.	4 0	
— do. from 54 to 64 inches long do.	18 0		— canvases for embroidering upon, from 20 to 55 inches broad.....do.	0 62½	
— do. good and semi-fine qual- ity, from 40 to 50 inches long do.	20 0		— caserillos (cloths for domestic purposes), from 21 to 24 inches in pieces of 13 yards.....yard	0 11	
— do. from 54 to 64 inches long do.	32 0		— cholet, mixed with cotton, from 24 to 28 inches.....do.	0 10	
— do. of lanilla, ordinary, plain, or serged, pure, from 40 to 50 inches long.....do.	9 0		— ticking, brin (common tick- ing) plain raw, from 24 to 30 inches broad.....do.	0 11	
— do. from 54 to 64 inches long.....do.	10 0		— do. from 36 to 42 inches.....do.	0 15	
— do. mixed with cotton, same as "pure."			— do. plain white, from 24 to 30 inches.....do.	0 13	
— do. of merino, printed, from 54 to 64 inches long, common, of merino-cashmere.....each	3 25		— do. from 36 to 42 inches.....do.	0 18½	
— do. other kind.....do.	4 0		— do. cotines (common tick- ing for mattresses), from 25 to 30 inches broad.....do.	0 18	20
— alforabras, carpets and mockatoes called "tripe," tufted, from 26 to 30 inches long.....each	2 75		— do. drills (Russian), from 24 to 28 inches broad, pure, white, and coloured.....do.	0 25	
— do. " 31—36 ".....do.	3 75		— do., mixed with cotton do.	0 25	
— do. " 37—42 ".....do.	0 0	30	— do. pure and mixed with cotton, from 24 to 30 inches in breadth, having in the square ½ inch in the warp less than 18 threads.....do.	0 10	
— do. curled, 26—30 ".....do.	1 75		— do. from 25 to 30 inches in breadth, having in the square ½ inch in the warp from 18 to 30 threads.....do.	0 20	
— do. " 31—36 ".....do.	2 75		— damask linen, from 18 to 20 in. broad.....yard	0 20	
— do. " 37—42 ".....do.	4 0		— do., from 21 to 25 in. broad.....do.	0 30	
— mockatoes, Kidderminster and ingrained (gergon) from 30 to 36 inches, imperial.....yard	0 87½		— " 26 " 30 " do.	0 40	
— do. of two threads.....do.	0 70		— " 31 " 35 " do.	0 50	
— tripe pure (Brussels mock- toes) from 26 to 28 inches, tufted.....do.	1 50		— " 36 " 40 " do.	0 60	
— do. curled.....do.	1 25		— " 41 " 45 " do.	0 70	
— carpets (table-cloths) of cloth, plain or of any pattern, from 50 to 60 inches broad.....yard	2 25		— " 46 " 50 " do.	0 80	
— tartan of pure wool, with long nap for lining of winter clothing, from 48 to 56 inches broad.....do.	1 0	20	— " 51 " 55 " do.	0 85	
— knitting, plain or with por- ders, up to 16 inches broad.....do.	0 75		— " 56 " 60 " do.	0 90	
— tripe, for miners' caps, plush fashion, of one colour, from 16 to 20 inches.....do.	0 50		— " 61 " 65 " do.	0 95	
— do. for trousers, mixed with cotton, plain, or of cordocillo, from 25 to 30 inches.....do.	1 0		— " 66 " 70 " do.	1 0	
— other kind, known by the			— " 71 " 75 " do.	1 12½	
			— estopille, from 25 to 30 in. in pieces of from 7 to 8 vases piece	3 0	
			— gergon, of hemp, from 30 to 36 in. broad.....yard	0 15	

(continued.)

IMPORT DUTIES.	Valuation.	Ad Valorem Duty.	IMPORT DUTIES.	Valuation.	Ad Valorem Duty.
	pta. cts.	per cent.		pta. cts.	per cent.
Tissues of hemp and flax:— (continued).			Waistcoats, of cloth embroidered or trimmed, of wool and of silk each		
— holland, unmixed, from 32 to 36 in. broad, and having in the warp per square $\frac{1}{2}$ in. from 40 to 50 threads.....yard	0 50		— of knitted cotton, mixed or unmixed with wool.....doz.	18 0	35
— do., from 51 to 60 threads.....do.	0 63		Screws of wood, for carpenters' bench.....do.	6 0	30
— do., above 60 threads.....do.	0 75		— of iron for bedsteads, common.....gross	4 0	
— do., mixed with cotton (see unmixed).....do.			— do. with brass heads.....do.	10 0	20
— Irish linen, unmixed, from 32 to 36 in. broad, and having in the warp per square $\frac{1}{2}$ in. from 40 to 50 threads.....do.	0 50		— do. other kind, from $\frac{1}{2}$ to 3 inches, for carpenters' use.....do.	0 31 $\frac{1}{2}$	
— do., from 51 to 60 threads.....do.	0 63		Silk, spun, for sewing.....lb.	5 50	
— do., above 60 threads.....do.	0 75	20	— not spun, floss, for embroidering.....do.	6 0	
— do., mixed with cotton (see unmixed).....do.			Tissues of silk, viz.:		
— lawn, from 30 to 36 in. broad.....do.	0 50		— stockings and socks.....oz.	1 0	15
— listados (gingham), unmixed and mixed with cotton, from 20 to 30 in. broad.....do.	0 10		— brocades, knitted by machine, of gold or silver, from 20 to 25 inches broad, pure, real.....vare	8 0	
— do., 31 to 36 in. broad.....do.	0 12 $\frac{1}{2}$		— do. imitation.....do.	4 0	20
— pocket handkerchiefs, of cambric, embroidered, from 24 to 32 in. broad.....do.	0 0		— do. mixed with cotton.....do.	3 0	
— do., plain or with border, 26 to 32 in. broad.....do.	2 0	15	— do. of silk, pure.....do.	2 50	15
— platillas, in pieces of 35 yards, having in warp and woof, per square $\frac{1}{2}$ inch, not more than 70 threads, pure, and mixed with cotton.....piece	7 0		— do. mixed with cotton.....do.	2 50	20
— of Rouen, having in the warp and woof, per square $\frac{1}{2}$ in., not more than 70 threads, unmixed, not exceeding 42 in. broad, and mixed with cotton.....vare	0 50		— canvases, for embroidering, up to 24 inches.....do.	0 20	
— damask napkins, from 36 to 44 in. long.....do.	6 0		— neckcloths, corbates, for men, not exceeding 70 inches long, and from 8 to 13 inches broad, unmixed.....doz.	16 0	15
— known by the general name of cloth, oiled, Eucratador, for carpets, for household purposes, double, from 22 to 24 in. broad.....vare	0 42	20	— do. mixed with cotton.....do.	12 0	20
— do., from 25 to 30 in. broad.....do.	0 50		— pannelos, black, of China, 32 inches for sailors, from 28 to common, long.....each	0 37 $\frac{1}{2}$	
— " 31 " 36 do. 0 58			— crapes, crepon, from 28 to 32 inches in breadth.....vare	0 40	
— " 37 " 41 do. 0 66			— do. espumilla, of China, from 15 to 18 inches broad.....yard	0 50	
— " 42 " 47 do. 0 74			— damask, from 26 to 30 inches broad.....vare	1 37 $\frac{1}{2}$	15
— " 48 " 53 do. 0 82			— Scotch.....oz.	0 62 $\frac{1}{2}$	
— " 54 " 59 do. 0 90			— gauze, plain and knitted by machine.....do.	1 50	
— " 60 " 65 do. 0 98			— gros de Naples, plain and with pattern.....do.	0 62 $\frac{1}{2}$	
— " 66 " 71 do. 1 0			— lanas (a kind of knitted stuff), of gold and silver, from 20 to 25 inches broad, real.....vare	4 0	15
— do., for table, single, from 30 to 36 in. broad.....do.	0 25		— do. imitation.....do.	3 0	20
— do., Hull, from 30 to 36 in. broad.....yard	0 50	30	— levantine, sargas or levantinas, and saynaya.....oz.	0 62	
— do., sail cloth (lona), Nos. 1 to 7, from 22 to 24 in. broad, white.....do.	0 25		— lawn, from 30 to 36 inches broad.....vare	0 80	
— do., brown.....do.	0 20	2	— pocket-handkerchiefs, bandanas, or chapas, of India, in pieces of 7 handkerchiefs, from 24 to 27 inches.....piece	3 0	
— do., other kind, genera (sacking) common, from 22 to 28 in. broad.....do.	0 0		— 27—30.....do.	3 50	
— do., from 29 to 35 in. broad, do.....do.	0 8	20	— 30—33.....do.	4 0	
— do., from 36 to 42 in. broad, do.....do.	0 10		— 33—36.....do.	4 50	
Glass, cristaleria (table glass), common, wine glasses and tumblers.....doz.	0 40		— do. fulares of every description.....oz.	0 60	
— do., every other kind of drinking glasses.....do.	0 70		— Pekin.....do.	0 02 $\frac{1}{2}$	
— chimneys for lamps.....do.	0 50		— plush, unmixed, from 20 to 24 inches broad.....vare	0 75	15
— vidrios (watch glasses).....do.	0 75		— do. above 24 to 28 inches.....do.	1 25	
— do., window and plate glass 100 square feet.....75		20	— ribbons, de histouera, of retillo, in pieces of 32 vares.....piece	0 37 $\frac{1}{2}$	
Glass manufactures, viz.:			— do. other kind, pure, of satin, plain, in pieces of 32 vares.....do.	0 75	
— abalorios, (large beads pierced) rockwork.....lb.	0 20		— do. other kind, in pieces from 38 to 40 vares, assorted Nos. 15, 20, and 40.....do.	0 80	
— chaguisas, do., small.....do.	0 20		— do. not assorted, No. 15.....do.	0 65	
— cuentas, glass beads.....do.	0 20		— No. 20.....do.	0 75	
			— No. 40.....do.	1 12 $\frac{1}{2}$	
			— do. mixed with cotton, from 1 to 1 $\frac{1}{2}$ inches broad.....vare	0 4	
			— do. above 1 $\frac{1}{2}$ to 2 inches broad.....do.	0 6	20
			— do. other kind, chambergas,		

(continued.)

IMPORT DUTIES.		Valuation.	Ad Valorem Duty.	IMPORT DUTIES.		Valuation.	Ad Valorem Duty.
		pta. cts.	per cent.			pta. cts.	per cent.
<i>Tissues of silk—(continued).</i>				<i>Tissues of silk—(continued).</i>			
being less than $\frac{1}{4}$ inch broad, in pieces from 64 to 64 varas		0 05	15	shawls and kerchiefs of Chinese crapes, of several colours, printed, from 40 to 46 inches			
— ribbons of gauze, crape, tulle, and other transparent stuffs, plain or not, made by machine, from $1\frac{1}{2}$ to $3\frac{1}{2}$ inches broad.....		0 8		46—54.....do.		3 0	
— do. of satin of every quality, plain or not, made by machine, from $1\frac{1}{2}$ to $3\frac{1}{2}$ inches broad..do.		0 15		55—64.....do.		3 50	
— do. of velvet, unmixed, plain, Nos. 80 to 100, in pieces of 32 varas.....		1 50		— do. of tissues of a clear and transparent quality, of another kind than of Chinese crapes, plain, open worked, knitted or embroidered by machine, printed, with or without fringe		4 0	
— do. with pattern, from $1\frac{1}{2}$ to 2 inches broad.....		0 8	20	— do. other kind, of every dimension, plain or not, knitted or embroidered by machine, and not by hand, with or without fringe, of one colour and shot silk.....		1 75	15
— do. above $2\frac{1}{2}$ to $3\frac{1}{2}$ inches broad.....		0 12		— do. other kind, of every dimension, plain or not, knitted or embroidered by machine, and not by hand, with or without fringe, of one colour and shot silk.....		0 80	
— satin, lamilla (imitation satin).....		1 12		— taffeta.....		0 62	
— do. raso, other kind, and satinette.....		0 62		— velvet, pure, plain or not, do		1 0	
— shawls and kerchiefs of Chinese crape, of one colour, plain or damasked, from 32 to 36 inches.....		1 25	15	— stuffs known by the general name of "generos," for waist-coats from 20 to 25 inches broad, common, with a small silk ornament, and the remainder of pure cotton.....		0 37	20
40—45.....do.		2 50		— do, other kind, pure.....		1 25	15
46—54.....do.		2 75		— do. mixed, of cotton and wool, called cashmere.....		1 25	20
55—64.....do.		3 0		— do. of cotton only.....		0 75	
— do. of several colours, printed, from 32 to 36 inches		1 50					

CHAPTER XIV.

STATISTICS OF BUENOS AYRES.

THE civil war under Rosas has annihilated the means of compiling any late return upon which reliance can be placed, regarding the trade and statistics of Buenos Ayres.

Under Spain the trade of Buenos Ayres consisted in exporting the precious metals, and salt beef, tallow, fine furs, sea wolf-skins, wool, sheep-skins, flour, oil, copper, hides, &c. To the interior provinces of Peru, were exported Paraguay tea, swan skins, negro slaves, thread, &c., in exchange for sugar, cacao, cinnamon, rice, indigo, cotton, oil, pimento, wax, baize, woollen goods, quicksilver, &c.

From Europe, La Plata received linens, woollens, silks, cottons, hats, iron, &c., and the imports were estimated, in average years, at 758,400*l.* per annum, whilst the exports amounted, in agricultural produce, to the value of 434,000*l.*, and in gold and silver to 1,183,400*l.* The whole estimated total value of exports amounted to 1,617,400*l.* sterling. The vicerealty formerly remitted 700,000 piastres, at 4*s.* 4*d.* each, to the royal coffers of Spain.

In 1828, sixty-four British ships of 12,746 tons entered the port of Buenos Ayres.

NUMBER and Tonnage of Vessels belonging to each Country, with the Value of their Cargoes, which arrived at, and departed from, the Port of Buenos Ayres, in the Year 1836.

C O U N T R I E S.	A R R I V E D.			D E P A R T E D.		
	Ships.	Tons.	Value of Cargoes.	Ships.	Tons.	Value of Cargoes.
	number.	number.	current dollars.	number.	number.	current dollars.
British.....	49	9,759	23,197,234	47	9,249	9,767,211
Buenos Ayrean.....	11	1,669	758,500	21	2,798	681,300
French.....	19	3,465	3,596,400	21	4,128	2,891,000
United States.....	37	8,063	2,395,400	40	8,810	7,935,200
Brazilian.....	39	5,304	4,357,000	39	5,353	689,600
Sardinian.....	21	1,629	1,784,000	20	4,334	3,641,400
Bremen.....	4	669	128,700	3	510	847,300
Swedish.....	6	1,553	246,300	3	654	454,100
Hamburg.....	5	791	512,700	6	1,214	3,285,000
Danish.....	9	1,291	986,600	10	1,633	820,100
Dutch.....	2	354	296,300	3	438	416,100
Belgian.....	2	349	223,900	2	380	120,500
Spanish.....	6	862	685,600	6	1,002	816,800
Tuscan.....	1	193	112,800	1	19	232,100
Monte Video.....	2	168	289,800	2	168	87,500
Total.....	213	36,117	39,122,131	224	40,243	29,567,611

REMARKS.—The average exchange of the year at which the Returns of Trade are calculated, is 7d. per current dollar of Buenos Ayres. Although the British vessels which have arrived in this port during the year have decreased in number and tonnage, yet the value of the goods imported in them has not much diminished; say about 10,000*l.* sterling.

The produce of this country, exported in the course of the year, has augmented in value, about 145,000*l.* sterling more than last year, of which increase the British merchants have partaken in fair proportion, and have sent home large returns for our manufactured goods.

The quantity and quality of the wool now furnished from this province, is gradually on the advance, and must prove highly advantageous in our commercial relations with England. The foreign trade with Buenos Ayres continues much the same with respect to imports, but the exports of produce have been much increased.

NUMBER of British Vessels, with the Nature and Value of their Cargoes, which arrived at, and departed from the Port of Buenos Ayres, in the Year 1836.

P O R T S.	A R R I V E D.			D E P A R T E D.		
	Ships.	Nature of Cargoes.	Value of Cargoes.	Ships.	Nature of Cargoes.	Value of Cargoes.
	number.		£	number.		£
Liverpool.....	36	General cargoes.....	610,550	20	{ Ox hides, horns, and hoofs, tallow, nutria skins, wool, &c. &c..... }	185,649
London.....	2	Ditto.....	9,451	5	{ Ox hides and horns, horse hides and hair, nutria skins, wool, &c. &c..... }	66,847
Ile of Mayo.....	2	Salt.....	2,893			
Cette.....	1	Wine and salt.....	3,012			
Lisbon.....	1	Salt.....	577			
Malaga.....	2	Wine, &c.....	10,070			
Quebec.....	1	Lumber.....	1,244	1	{ Tallow, sheep skins, } &c..... }	583
Sicily.....	2	Wine and salt.....	6,129			
Rio de Janeiro.....	2	Salt.....		1	Mules, horses, &c.....	475
Ile of France.....				1	Mules.....	352
Antwerp.....				1	Ox hides.....	8,759
Plymouth.....				1	Ox hides, horns, &c.....	5,831
Barbadoes.....				1	Mules.....	472
Valparaiso.....				2		
Monte Video.....				13	{ Ox hides, horns, and hoofs, wool, tal- low, and five in ballast..... }	15,909
Calcutta.....				1	In ballast.....	
Total.....	49		673,062	47		284,877

TRADE OF BUENOS AYRES DURING THE YEARS 1842 AND 1843.

General Trade. The total value of the exports from Buenos Ayres during the year 1843 was valued at 41,423,000 francs (1,659,206*l.* sterling) being an increase of 5,702,000 francs (228,080*l.*) over the exports of the preceding year.

French Trade.—The increase bore upon all articles, and the exports from Buenos Ayres to France have gradually ascended in the scale of importance.

Failure of Commercial Firms.—These favourable results were unfortunately broken off in the early part of the year 1844, by the failure of five of the principal commercial houses at Buenos Ayres; namely, four Argentine and one Brazilian—these failures were followed by the bankruptcy of several other smaller firms.

Amount of Liabilities.—The amount of their liabilities, according to official documents, was 24,000,000 of piastres, paper money, or 307,200*l.* sterling, and as the failures came one upon the other, the panic was very great in a market where the amount of paper money (the only legal currency) in circulation is 50,000,000 piastres, or 665,680*l.*

Causes of Failure.—The causes of these failures may be attributed to the great rage for speculation which seized the merchants during the war with Uruguay, and the blockade of Monte Video. They imagined that this latter port would not be able to export their principal article of trade, namely, skins or hides, they therefore purchased all the hides they could procure; and for this purpose they borrowed capital at the rate of two and two-and-a-half per cent per month, or if by the year, at interest of forty per cent! During this mania news was brought that large cargoes of hides had been shipped by European vessels for the European market, from the Rio Grande, to which the cattle had been driven and killed for provisions, and the skins were sold at a very low price, by Rivera and his men: the consequence of which was a loss, in the European markets, of twenty-five per cent on salted Buenos Ayrean hides, and of six per cent on dried hides. Although the several European houses established at Buenos Ayres were not entirely ruined by this loss, they all suffered more or less. The English firms, speculating in every branch of trade, had the most to bear, but the losses fell more directly upon those in Great Britain: at Buenos Ayres, they being only for the most part the consignees of English manufactures, they only lost the commission on the goods consigned to them.

British Trade.—The British trade being principally with the inhabitants of the town and country of Buenos Ayres, lost not only by this panic but also on the appearance of the Argentine army in Uruguay, which deprived it of its most safe outlet to market.

Trade with the Provinces.—European merchants do not attempt this trade on their own account, in consequence of the risks which it is exposed to.

Mode of Trading.—The products of Europe have to pass through several intermediate provinces before they arrive in those states of the confederation where they are purchased wholesale, by native houses, and who confine themselves solely to this branch of business. They then sell them to other and less considerable dealers at a profit, and these again transmit them into the interior. For more than a year the blockade of the Parana has prevented the transit of goods to the richest provinces of Santa Fé, Cordova, and Corrientes, which are estimated, as engrossing two-thirds of the total trade of the interior. The only route open is by the provinces, which transport their produce to Buenos Ayres by land, namely, San Luis, Mendoza la Rioja. These take in return European manufactures, but their consumption being only a third part of the total trade, does not make up for the loss occasioned by the interdicting the navigation of the Upper Parana and of Uruguay.

French Trade.—This trade has suffered less than the English, on account of its being more particularly confined to the town of Buenos Ayres. French merchandise is rarely sent into the interior. Although French goods sell at a good profit; they are sent

interior by others, not by French merchants; who, being prudent, even stopped their speculations in hides in time to save themselves from loss.

Wine Trade.—The French wine trade suffered in the commencement of the year from the blockade of the rivers, but Spain having recently exported wines only in small quantities to the River Plate, wines from France found no competition in the market, and three different cargoes from Cette, Marseilles, and Bordeaux, sold at good profit.

EXPORTS from Buenos Ayres during 1843.

MERCHANDISE.	DESTINATION.							
	England.	France.	Antwerp.	Hamburg and Altona.	Bremen.	Spain.	Italy.	United States.
Hides, dried.....number	number.	number.	number.	number.	number.	number.	number.	number.
— salted.....do.	25,822	251,829	136,553	54,130	24,456	253,941	89,603	349,122
— of horses.....do.	229,317	161,235	18,517	2,690	4,071	3,776	31,118	12,994
Skins, sheep.....doz.	21,631	22,861	..	..	..	4,009	1,137	600
— goat.....do.	15,935	69,550	..	..	..	4,430	2,300	2,706
— calf.....do.	35,182	1,128	..	..	..	..	..	3,485
— otter.....lbs.*	73	2,905	..	..	..	1,000	..	866
— deer.....do.	177,040	8,379	..	..	..	..	..	126,553
Horsehair.....arroba†	159	..	..	..	..	..	..	4,109
Wool.....do.	35,330	50,523	4,056	201	1,210	..	2,459	9,237
Tallow.....do.	76,570	107,202	9,816	..	..	2,340	33,012	237,555
Ostrich feathers.....lbs.	308,995	8,638	380	7,700	3,620	6,000	3,500	..
Salt meat.....quintals‡	3,038	11,912	..	..	..	..	..	550
Leather shavings.....do.	..	..	5,538	..	..	..	..	1,679
Tallow candles.....case of 25 kil.	..	..	..	..	..	..	..	3,924
Horns.....number	416,131	164,661	39,160	8,000	..	7,200	..	..
Bones.....do.	1,224,000	17,000	..	..	..	..	..	302,346

* 1 lb. equal to 0 kilg. 46.

† 1 arroba equal to 11 kilg. 50.

‡ 1 quintal equal to 46 kilg.

EXPORTS—continued.

MERCHANDISE.	DESTINATION.			Total Quantities.	VALUE.		R. sumé of 1842.
	Brazils and Valparaiso.	Havanna.	Other Countries.		In Piastres.	In francs at the rate of 32 cents per piastre.	
	number.	number.	number.	number.	number.	number.	francs.
Hides, dried.....number	22,166	124	292,206	1,459,902	65,100,000	21,024,000	16,246,000
— salted.....do.	..	..	63,673	518,381	26,955 000	8,626,000	7,098,000
— of horses.....do.	..	..	..	50,238	1,105,000	354,000	366,000
Skins, sheep.....doz.	..	..	..	94,921	2,848,000	911,000	1,214,000
— goat.....do.	..	..	..	39,095	1,191,000	381,000	17,000
— calf.....do.	..	..	..	6,236	187,000	60,000	45,000
— otter.....lbs.*	..	..	..	312,612	1,094,000	350,000	53,000
				143,000kil.			
— deer.....doz.	..	..	..	4,658	56,000	18,000	6,000
Horsehair.....arrobat	..	..	6,039	109,488	4,380,000	1,402,000	1,359,000
Wool.....do.	..	150	2,160	or 1,259,000 "			
				408,790 "	16,313,000	3,300 000	4,022,000
Tallow.....do.	16,406	..	33,687	" 3,391,000 "	9,755,900	3,122,000	3,446,000
				" 4,487,000 "			
Ostrich feathers.....lbs.	..	..	..	15,500 "	233,000	75,000	132,000
				7,130 "			
Salt meat.....quintals†	60,705	100,800	..	" 162,184 "	6,076,000	1,816,000	1,312,000
				" 7,460,000 "			
Leather shavings.....do.	80	..	..	9,550 "	239,000	76,000	138,000
				" 440,000 "			
Tallow candles...case of 25 kil.	2,394	..	..	2,394 "	96,000	31,000	136,000
				59,850 "			
Horns.....number	..	2,000	97,984	1,035,325	312,006	100,000	197,000
Bones.....do.	21,500	..	..	1,402,500	241,000	77,000	232,000
					130,381,000	41,723,000	86,021,000
						1,049,200	1,421,120
				Total sterling.....			

* 1 lb. equal to 0 kilg. 46.

† 1 arroba equal to 11 kilg. 50.

‡ 1 quintal equal to 46 kilg.

State of Trade in May, 1844.—Goods of Parisian Manufacture in the Market of Buenos Ayres.—This branch of the French trade (*objets de l'industrie Parisienne*), is of some importance. In 1836, an average year, the articles of Parisian industry imported, were valued at 421,206 francs, or nineteen per cent of the total French imports, composed as follows: mercery or small wares, fans in pretty large parcels, white and straw-coloured kid gloves; those of too dark a colour, soil and fade at sea; bone, ivory, and tortoise-shell combs, brushes of every kind, metal buttons, with bone, ivory, and composition; walking-canes, and small looking-glasses; since 1836, the latter have been in much demand.

Articles of the Toilette for Men.—Since these have latterly been manufactured at Buenos Ayres, those of France are only imported with little profit; but articles of the toilette for women, such as lace, embroideries, dresses, caps, and bonnets, find a good market.

Stationery and Paper-hangings.—Under this head are included fancy gilt, enamelled, &c., paper, also pocket-books and pencil-cases; these articles are only used by the more opulent inhabitants, but not extensively, on account of the political state of the country. Stationery is mostly supplied by England, at least the superior qualities, the thinnest and less expensive being French.

Perfumery.—The importations are considerable; but the profits small.

Hats and Bonnets, &c.—Few persons wear, at Buenos Ayres, felt hats; and Germany supplies silk hats. The latter are very cheap, and notwithstanding the duty of about three shillings per hat, the Germans find the trade profitable. French hats have not been able to compete with these.

Wrought Leather and Skins.—Those of Parisian industry rival competition; the consumption of boots and shoes for the army and for private use being very great. The profits are very limited, from the import duties being so very high, and the consumption being almost entirely confined to the town of Buenos Ayres; the arrival of two or three cargoes is sufficient to glut the market, and ruinously to lower the prices.

The interest for money lent at Buenos Ayres is one-half per cent per month; it has been at two, two and a half, and even three per cent per month.

French Wines.—The similarity of the French southern wines to those of Spain (which country formerly alone supplied Buenos Ayres), and their cheapness, will soon put down all competition. The imports have considerably increased, in 1843, particularly from the port of Cette. The French exports of wine during 1842 to Buenos Ayres and Monte Video amounted to 73,179 hectolitres; in 1839, the exports were only 41,419 hectolitres.

Trades, &c., in Buenos Ayres.—In the year 1843 there were in the town of Buenos Ayres, six armourers, twenty-nine inns and hotels, five breweries, fifteen jewellers, forty-five bakers, 459 eating-houses, including public-houses, six tanneries, thirteen chandlers, eighty-six boot and shoemakers, two auctioneers, four manufactories of chocolate, twelve manufactories of cigars, 905 vehicles (carts, waggons, &c.), thirty-nine consignee offices, two drug-magazines, nine (livery-stable keepers) horse-dealers, 202 fruiterers and green-grocers, sixty-nine brick-kilns (*fours à briques*), twelve outfitters, nine watch and clock makers, four tennis-courts, fifty-five billiard and coffee-rooms, five job-carriage proprietors, four libraries, sixty-six wholesale warehouses (European articles), 202 retail warehouses (ditto), forty-three magazines for the products of the country (hides, wools, tallow, horns), 273 magazines for divers kinds of stuffs, ten mattress-makers, eleven mercery warehouses and manufactories, sixty-three corn-mills moved by horse and other power, eleven fashionable magazines, twenty-four typographical presses, thirty-two confectioners, twenty-six chemists and druggists, thirteen hardware houses, ten dyers, four carpet-manufactories, three manufactories of tobacco (cut), six manufactories of vermicelli 312 different kinds of industrial workshops kept by labourers or workmen.

French woollen cloth.—During the year 1841, after the raising of the blockade, there was imported from France, *cloths* of all kinds to the amount of 300,000 fr. (12,000*l.*) manufacturing price, a sum which exceeded a little, that of 1842. For the year 1843 the sales are not inferior to those of the previous year, notwithstanding the disadvantages resulting from the prolongation of the war between this country and Monte Video.

There has been sent from France, four qualities of cloth, the prices of which (in France) have varied from seven to twelve francs, from eleven to thirteen, from thirteen to eighteen, and from eighteen to twenty-four francs per metre. The sales were in the following proportions: common cloths, from seven to twelve francs could not meet English competition. Those of greater durability than similar English cloths have neither the lightness (which at La Plata is a quality), nor the lustre of the latter, nor are they so cheap.

The other qualities have sold in the following proportions: one-third of the value at from twelve to thirteen francs per metre, one-sixth, at from thirteen to eighteen francs, three-sixths at from eighteen to twenty-four francs. The qualities quoted at from seven to nine and ten francs have only sold in very small parcels, and generally at a loss.

French Modes.—The only colours that find a sale are, the dark and light blues called English blue, black, and bronze-black; these are the only ones which ought to be imported; the greens, the bronze-greens, and all that approaches to green is proscribed as being the colour adopted by one of the two parties at the time of the first civil war.

As to the quality, the buyers have generally preferred light cloths to those, which, though stronger and more solid, have not that silken and brilliant dressing so much sought after by the Argentines: it is principally to the richer class of consumers that the French products have been sent; and the qualities sold at from eighteen to twenty-four francs per metre have equalled half the total consumption. The cloths worn by the common people are of two kinds; a blue cloth, rather deep, light, and brilliant, whose manufactured value varies from *five to six francs per metre*, resembling in strength and wear, the southern French cloths. Cheapness is the great consideration. It is bought chiefly for clothing soldiers and officers, and for cloaks called *ponchos*: the port-men, soldiers, and the officers of the police, and the seamen of the squadron, are entirely clothed with it.

The common blue cloths form half of the English importation; the remainder is of a small, fine kind of cloth, but particularly of a peculiar woollen tissue, a kind of molleton called bayeta, of a breadth of 160 centimetres and of a scarlet colour. It is now worn by both sexes. It is used for the lining of ponchos, for the *cherissas*, a piece of cloth of two metres in length upon the whole breadth of the stuff, which is used by the gauchos and cavalry soldiers. The peasant women make large shawls out of them; the Indians exchange their products for this cloth (the colour of which pleases them much,) when they are not at war with the Confederation.

DIRECT French Trade with Buenos Ayres.

YEARS	General Trade.*			Special Trade.		
	Importations.	Exportations.	TOTAL.	Importations.	Exportations.	TOTAL.
	francs.	francs.	francs.	francs.	francs.	francs.
1840.....	335,000	2,701,000	3,036,000	761,000	2,617,000	3,378,000
1841.....	6,164,000	3,443,000	9,607,000	4,569,000	3,106,000	7,675,000
1842.....	12,257,000	4,658,000	16,915,000	8,493,000	3,774,000	12,267,000
1843.....	12,920,000	5,204,000	18,124,000	9,653,000	4,384,000	14,037,000
1844.....	10,055,000	5,016,000	15,071,000	9,477,000	4,676,000	14,153,000

* "General" includes the products of all countries; the "Special" trade only the products and manufactures of the respective countries.

NAVIGATION.

YEARS.	Entered (with Cargoes.)						Departed (with Cargoes.)						TOTAL (with Cargoes).					
	French		Foreign		TOTAL.		French		Foreign		TOTAL.		French		Foreign		TOTAL.	
	Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.		Tonnage.		Vessels.	
	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.	No.	tons.
1840.....	27	4891	3	620	30	5,511	15	2680	7	1422	22	4082	42	5511	10	2042	52	8,593
1841.....	33	6446	17	3638	50	10,104	22	4078	5	749	27	4827	47	10,823	22	4407	77	14,931
1842.....	44	8505	15	3060	59	11,565	17	3206	15	2963	32	6169	61	11,711	30	6023	91	17,734
1843.....	38	7354	14	2661	52	10,005	25	4901	4	881	29	5782	63	11,255	18	3532	81	15,787

N.B.—The flag of Buenos Ayres is not included in the above table.

CUSTOMS DUTIES AND REGULATIONS OF BUENOS AYRES.

The war and anarchy which has so long disturbed the Argentine states; the blockades and interruptions of navigation, which have driven trade into so many different and irregular channels, have caused that customs regulations and tariffs to have been far less regarded than in any of the other Spanish American republics. Contraband trade has consequently been carried on at such points as smugglers could the most safely and speedily run their goods, regardless of tariffs, into the country.

An illiberal scale of duties and prohibitions was promulgated by a decree, in December, 1835, that scale was modified in 1840 and 1841-2. By the decree of 1841, the following articles, which were before then prohibited to be imported, were admitted at various duties varying capriciously from twenty to fifty per cent on the value: viz.

Alphabets and spelling-books for the use of schools; *wheat*, at the rate of starch; rings of copper, bronze, and iron; handles of steel, iron, and common metal, for kettles, pails, &c.; cane-brooms; bullets of lead and cast balls; buttons and button-moulds of wood, horn, or bone; *ormillas* of one or more holes; steels for striking fire; iron buckles; bird-cages; *belts*, of cotton pure, or mixed wool; hoops for casks, &c.; tallow-candles; ploughshares, *of the shape of those used in the country*; bells for cattle; glue; kitchen-strainers and skimmers of tin, iron, or steel; axletrees of iron or steel; manufactured tin; all articles of iron-work for windows and doors; forms for hats, boots, and shoes; fringes for hammercloths, cloaks, &c.; galloons pure, or mixed with cotton or wool; window gratings; gridirons.

Clothing, articles of dress, &c.—Cloaks, called *buchos*; garters of cotton and of wool, pure or mixed.

All articles of copper and brass manufactured; butter moulds of iron; mustard, prepared; steel-yards; combs of all kinds; wheels for carriages; wooden pails; saddlery, and harness; tissues for counterpanes, called *sobrepeñones*, for horse-cloths, for cloaks, called *ponchos*.

The old tariff of 1835, appears to be thoroughly broken through, but we have no regular Buenos Ayres tariff which we can publish with any degree of accuracy, and the tariff of Monte Video hereafter introduced, may, until changed, be the probable average of the scale of duties to which goods will be subjected, except those that will be run clandestinely past the customs.

Port Charges at Buenos Ayres.—The following is the last decree of the executive for levying tonnage duties at this port:—

The Argentine government has resolved, and does decree—

Article 1. From the 1st of January of the coming year, national vessels sailing from ports beyond sea, shall pay three dollars per ton.

2. Foreign vessels shall pay four dollars per ton, except those which, in virtue of existing treaties, are assimilated to national vessels.

3. Foreign vessels shall pay, for the visit of the health officer, twenty-five dollars, and the same amount for the bill of health.

4. Foreign vessels belonging to nations having no consul, and whose roll is made out by the captain of the port, shall pay forty dollars for it.

5. The duties fixed by the preceding articles shall be paid one-half on the entrance of the vessel, and the other half on her departure.

6. National and foreign vessels, which do not leave nor receive cargoes, shall pay one-half of the duties here established.

7. Let this decree be communicated, and published in the official register.

Until peace be re-established on the banks of the La Plata, we find it impossible to introduce any further commercial statements relative to Buenos Ayres.

CHAPTER XV.

CUSTOMS REGULATIONS, AND TARIFF DUTIES OF THE REPUBLIC OF URUGUAY AND MONTE VIDEO.

THE commercial law in force in this republic is the old Spanish code, called the "Ordenanzas de Bilbao." The commercial regulations and revenue laws equally affect the commerce of all foreign nations. A discrimination is, however, observed in favour of national vessels, in regard to tonnage and other dues; also, a trifling difference in the direct tax of "licence to trade." British ships and their cargoes can, under treaty, claim the same privileges as Monte Videan vessels and their cargoes.

All laws affecting commerce are independant of local legislation, but emanate directly from the supreme government, and are liable to such changes only as the political exigencies of the republic may require.

The present revenue laws affecting foreign commerce are the following:—

1st. The custom-house law of June, 1837, establishing the rate of duty on imports and exports, and the different ports open to foreign flags.

2nd. A law, revised yearly, imposing a direct tax for licence to trade, in which a trifling advantage is secured to citizens of the republic.

3rd. An addition of sixteen per cent to the duties on imports, and five per cent on exports, were imposed to assist in meeting the extraordinary expenses of the war with Buenos Ayres.

4th. A decree, consequent on the declaration of war against Buenos Ayres, interdicting commercial intercourse with that state.

(It is stated, however, that no real obstruction is offered to the trade between the two countries, so far as relates to foreign flags.)

Customs Laws.—The Senate and House of Representatives of the Oriental Republic of Uruguay, in Congress assembled, decree, &c., concerning importations:—

ARTICLE 1. Free from duty—printing presses, paper, and other articles exclusively for this purpose; printed books; geographic maps; barks, for tanning; ashes; staves and hoops of wood; calf skins; cow and horse hides, raw; common salt; gold and silver,

coined or in bullion; and live animals, for promoting industry and improving the breed of the country.

2. Iron, in bars, sheet, wire, or plates; brass and steel, unwrought; tools, in general, except those expressed in article 6; woods; saltpetre; gypsum; fossil coal; fur, rabbit, hare, beaver, and other furs used for hats; cables and cordage; tar; ornaments of gold and silver, and watches shall pay six per cent.

3. Linen cambrics; silk, raw or spun; fabrics of silk; laces and ribbons of silk or linen; gold and silver embroidery, and fine jewellery of gold and silver, shall pay ten per cent.

4. All goods and effects, natural or industrial, not expressed in the articles of the present law, and the common serge, called "bajaras," used for bags and other purposes, shall pay nineteen per cent.

5. Sugar; maté; tea; cacao; cinnamon; sweet oil; spices; drugs; provisions in general; woods wrought; and tobacco in leaf, shall pay twenty-four and a half per cent.

6. Wheat; pastes of flour (as macaroni, &c.); buscuit; starch; cheese; butter; pork and beef in pickle; trunks and boxes, empty or containing goods; moveables; hats; manufactures of sheet tin; lamp oil; rings (large) of iron or brass; false jewellery; perfume; soap; doors and windows with the iron-work therefore; window grates and balconies; spits of iron; crowbars; ploughshares of the kind used in the country; shoes, for horses and mules; tallow candles; carriages of all kinds, not intended for carrying heavy loads; saddles and horse trappings; clothing, made up; caps; dress combs; feathers; artificial flowers and other ornaments for the head; hosiery boots and shoes of all kinds; china ware; glass, cut, or gold figured; mirrors; liquors; ardent spirits; wines; vinegar; cider; and chewing tobacco, shall pay thirty-one and a half per cent.

7. Flour; meat, dry salted; cigars; and playing cards, shall pay thirty-five per cent.

8. *Storage duty (almacenage) on all articles deposited, viz.:* one-eighth per cent per month on dry goods; thirty-seven cents and a half on each pipe of liquids; nine and three-eighths cents on each barrel of flour; nine and three-eighths cents on each 203 pounds eight ounces (avoirdupois) of tobacco, yerba, sugar, and other articles of weight, except minerals, which shall pay three and one-eighth cents on the same weight; and boxes of wine, liquors, or other liquids, which shall pay twelve cents and a half for every eight boxes.

9. In case of doubt arising in relation to the payment of storage duty, from the effects not having been expressed in the present article, the duty will be collected on the weight, nine and three-eighth cents per 203 pounds eight ounces.

10. Hides, dry, bull, cow, ox, horse, twelve cents and a half: calf and colt skins, six cents and one-quarter.

11. Hides, salted, eighteen cents and seven-eighths.

12. Steers, heifers, breeding animals, and mules, one dollar.

13. Mares, colts, and geldings, 1 dollar 50 cents.

14. All products of the country, not comprehended in the foregoing articles, shall pay one quarter per cent on the market prices, as export duty.

15. The following are excepted: salt meat, wool, pulse, grain of all kinds, flour, tanned hides, and all works of art; foreign goods which have paid import duty, those which clear to be discharged in ports inside of the capes of the River de la Plata, and those which may be warehoused for exportation, shall be free from duty.

16. Silver, coined and in bullion, one per cent; gold of the same description, one quarter per cent.

17. Warehousing, as yet, is not permitted, except in the custom-house of Monte Video.

18. The length of the deposit is indefinite, so long as the articles continue uninjured.

19. The state is responsible for the value of effects deposited, except in cases of fire, the inculpability of those having charge being proven.

20. Goods deposited shall always be at the disposition of the depositors during the office hours of the custom-house, and the alcalde is obliged to order the stores to be opened at their request.

21. The introducers may effect sales by wholesale, without being obliged to remove the merchandise in warehouse.

22. The executive power is authorised to establish warehouses in any of the custom-houses of the state, under the restrictions which circumstances may demand.

23. By the present law, the following ports are qualified (habilitados): Monte Video, Maldonado, Colonia, Soriano, Paisandee, Yaguaron, and the inland port of Tacuarembó.

Transit.

24. Is permitted and free from all export duty: all foreign effects leaving the deposito of Monte Video for foreign marts, or for other depositos which may be established in any transit custom-house.

25. Is permitted and free from import duty, in transit from a foreign country into the state, the following articles: yerba maté, tobacco in leaf, cotton (raw or spun), hides and tallow, if their destination is to one of the qualified ports of the state.

26. Is also permitted, and free from duty, the transit for foreign ports of the effects expressed in the foregoing article, by way of the River Uruguay.

27. The government will establish rules necessary to advance this class of commerce, and retains the right of determining the precise points where goods in transit to foreign marts shall be introduced.

General Dispositions.

28. The duties will be regulated by the wholesale market prices; the calculations to be made by a surveyor and two merchants, at the time of despatch of the effects at the customs' office.

29. The merchants mentioned in the foregoing article shall be comprehended in a list of twelve, which shall be formed every six months by the "tribunal del consulado," and who shall alternate by fours, each month, to be designated by the collector-general.

30. In case of disagreement between the surveyors, or objection on the part of those interested, for any difference which exceeds ten per cent, it shall be decided by the collector-general and two merchants, drawn by lot from said list, without recourse.

31. The judges, once assembled, shall not separate without having pronounced their decision, which will be carried into effect.

32. The operations of the surveyor and his colleagues shall be published, and the former shall be obliged to give account thereof to such merchants as may request it.

33. The government retains authority to establish special rules, in cases where, from local exigencies, the punctual execution of the dispositions of the present law cannot be obtained.

34. The dispositions of the present law cannot be altered until after six months from its publication.

35. Said dispositions shall take effect, with regard to importations from ports north of the equator, in six months from its publication; from ports south of the equator, in three months; from ports within the capes of the River de la Plata, one month: and in fifteen days on goods and effects in deposit.

36. The duties established by the law of the 26th of January, 1831, of one per cent "consulado," and one-half per cent "hospital," on imports, are comprehended in this law, and their respective products shall be separated and applied to the objects to which they are destined.

Addition to the Custom Laws of the State.

Article 1. All those effects comprehended in articles 4th, 5th, 6th, and 7th, of the general law, shall pay eight per cent as extraordinary subsidy.

2. Those effects designated in Article 5 as "provisions in general," woods wrought, wheat, ~~pages~~ of flour, and flour, are excepted.

3. Common salt shall pay, at importation, twenty-five cents per three bushels.

4. Tallow, unmanufactured, shall pay, at exportation, eight per cent.

5. The foregoing articles shall take effect, with regard to importations from ports north of the equator, in six months from its publication; from south of the equator, in three

months; from ports within the capes of the Rio de la Plata, in one month; and in fifteen days for articles and effects in deposit.

6. This law shall be revised next year.

7. In addition to the duties specified above, all articles of importations shall pay eight per cent as "subsidy," except flour, which shall pay no additional duty than the eight per cent "extraordinary," designated by the law of the 29th of March; articles of export, five per cent, and jerked beef thirty-seven cents and a half per 103 pounds.

DECREE.—*Foreign Flour.*

Article 1. When the price of this article is upwards of twelve current dollars, it shall pay, as a maximum, four dollars per barrel; and when the price is below ten current dollars, it shall pay three current dollars per barrel, as a minimum.—*Rondeau, Monte Video, June 11, 1839.*

DECREE.

"Article 1. Fifteen days from the publication of the present decree, all goods which may be despatched from the custom-house, and which are subject to importation duty, shall pay eight per cent additional, as a war duty extraordinary, to continue until pacific relations shall have been established.

2. From and after the same date, all articles of exportation which are actually liable to duty shall pay five per cent additional to same.

3. The executive power is authorised to extend the operation of this law, so far as regards imports, to the further term of fifteen days, to be counted in succession.—*Monte Video, June 18, 1839.*

DECREE.—*Extra Duty.*

Article 1. Jerked beef shall pay three rials per quintal on being exported, from and after the 1st day of May next. This shall be continued two years, to commence from said date, in event of the especial circumstances by which the market of this republic is affected should not have definitively ceased.

2. Establishments which are liable for patents shall pay one-third more in 1841, in addition to that which corresponds to the present year, and during the said year of 1841 the stamp paper shall be subject to an additional twenty per cent.

"3. All goods which may be despatched for consumption from the custom-house of the state, and which are already liable to duties (with the exception of wheat and flour), shall pay, after fifteen days from the promulgation of the present law, in addition to the custom-house subsidy law already established, eight per cent *ad valorem*; which recharge shall, however, cease from the moment the loan towards the payment of which the proceeds of the five and eight per cent subsidy extraordinary shall have been satisfied. The payment of the duties exacted by this law shall be paid in cash.

Sanctioned by the "Sala de Sesiones," in Monte Video, April 7, 1840, and its receipt acknowledged by the minister of finance on the 12th instant, at which date its fulfilment is decreed.—*Monte Video, April 1, 1840.*

Tonnage Duties and Port Charges on Foreign Vessels.—Tonnage duty, three rials, currency, per ton; guard on board, eight rials, currency, per diem; hospital fees, four dollars four rials, currency; entering and clearing, thirty-five dollars, currency; harbour pilotage, ten dollars, currency; custom-house vessel, one dollar, currency.

Pilotage from Cape St. Mary's to Monte Video.—Twelve feet pay 50 dollars; thirteen feet pay 60 dollars; fourteen feet pay 70 dollars; fifteen feet pay 90 dollars; sixteen feet pay 110 dollars; seventeen feet pay 130 dollars; eighteen feet pay 150 dollars; nineteen feet pay 180 dollars.

Port Charges on National Vessels from Sea.—Harbour pilotage, 2 dollars; tonnage duty, 2 rials per ton; entering and clearing, 10 dollars 6 cents. Coasting vessels pay no port charges.

Currency.—The currency of the country is computed in dollars, rials, and reis, viz.:—100 reis, equal to one rial; eight rials, equal to one current dollar.

The current dollar (nominal) is sixteen and two-thirds less than the Spanish (or silver dollar without pillars). The Spanish pillared dollar, and the patacone or patriot dollar, are equal to 960 reis, and twenty per cent more than the current dollar.

Doublons, Spanish or patriot, are a legal tender for sixteen Spanish dollars or patacones; the former, however, generally command a premium of one per cent. All business transactions are settled in gold and silver coins.

Weights and Measures.—100 lbs. equal to 103 lbs. avoirdupois; one quintal, equal to 100 lbs. Spanish; one arroba, equal to 25 ditto; one pesada of dry or ox hides, equal to 40 ditto; one pesada of salted ox hides, equal to 75 ditto.

Dry Measure.—One fanega of wheat, equal to 233 lbs. Spanish; one fanega of salt, equal to 590 ditto; a fanega is equal to three and three-quarters English bushels; a moyo of salt is about sixty English bushels, or two and a quarter tons, and averages about seventeen fanegas.

Liquid Measure.—In ascertaining the contents of casks of liquids, the same instruments are used as in England, and consequently all liquids are bought and sold by the gallon.

Long Measure.—100 yards English are equal to 108 varas Spanish; 100 varas Spanish are equal to ninety-seven varas Buenos Ayres.

• • • VALUE of Merchandise Imported into Monte Video during the Year 1835.

FROM WHAT COUNTRY.	Custom-House Value.	FROM WHAT COUNTRY.	Custom-House Value.
	dollars' currency.		dollars' currency.
England.....	903,954	Brought forward.....	2,679,132
France.....	351,602	Hamburg.....	33,472
Buenos Ayres.....	275,935	Mediterranean.....	352,245
Brazil.....	706,428	Portugal.....	12,720
United States.....	333,811	Chili.....	14,702
Bremen.....	17,402	Spain.....	3,127
Carried forward.....	2,679,132	Total.....	3,095,398

BRITISH and Foreign Trade with the Port of Monte Video during the Year 1835.

NATIONS.	ARRIVED.			DEPARTED.		
	Vessels.	Tonnage.	Invoice Value of Cargoes.	Vessels.	Tonnage.	Invoice Value of Cargoes.
	number.	tons	dollars' currency.	number	tons	dollars' currency
British.....	54	10,571	903,954	57	10,978	793,885
Monte Video, coastwise.....	304	10,583	not known	no return outwards		no account.
foreign.....	93	9,430	"			"
French.....	32	6,608	351,602	36	7,186	486,149
United States.....	41	10,832	332,811	35	9,615	457,056
Spanish.....	3	298	emigrants	3	298	245,031
Brazilian.....	74	9,130	706,428	41	5,117	282,734
Sardinian and Spanish.....	81	15,290	332,245	66	12,752	299,035
Portuguese.....	20	2,197	12,720*	20	2,197	none*
Buenos Ayrean.....	137	9,496	275,935†	no returns		no account†
Bremen.....	5	745	17,402	..	..	..
Hamburg.....	5	1,012	33,472	..	..	53,275
Belgian.....	1	274	..	..	..	..
Danish.....	5	695	..	..	..	..
Swedish.....	3	823	3,467	..	..	123,170
Dutch.....	2	425	salt	..	..	..
Prussian.....	2	440	..	..	..	..
Chilian.....	1	328	14,702	..	..	..
Total.....	893	89,238	3,095,398	..	..	2,765,401

• • These are principally slavers in ballast after landing their slaves in Brazil.

† This number includes packets and pilot-boats.

• In 1844 no produce of this republic has been shipped from the port of Monte Video in consequence of the war. Produce to a very great extent, which otherwise would have passed through this custom-house, has been shipped on all parts of the coast, principally at the port of Bucco, a few miles from this city, in the territory occupied by General Oribe's troops, and at Rocha and Castillos, villages between Cape St. Mary and the Brazilian frontier, occupied alternately by one or other of the two contending parties. The greater portion of the produce of this country is derived from the remote departments on the eastern side of the republic, and has been conveyed during the war to the neighbouring port of Rio Grande in the empire of Brazil, from which it has been exported to different parts of the world.

QUANTITY.	Price.	Amount.	Exchange.	Value.
	dollars.	dollars.	s d.	£ s. d.
30,632½ gold ounces	19½	396,144.	3 7	70,975 16 0
142,686 silver patacones.....	1½	174,799.160	....	31,316 9 9
Total.....	....	570,943,160	3 7	102,292 19 9

NOTE.—The city of Monte Video being besieged and blockaded there have been no exports during the year 1844. All the produce which had been warehoused in Monte Video previous to the siege was exported during the year 1843. Large sums of specie have been shipped from this port, but as the greater portion has been smuggled on board, no correct statement can be made. the following sums, however, have been passed through the custom-house. —

CHARGES imposed by Public Authority on British Shipping in the Port of Monte Video..

CHARGES	Currency.	Sterling.	CHARGES	Currency.	Sterling.
	dhrs. reis.	£ s. d.		dhrs. reis.	£ s. d.
One stamp for opening register to discharge.....	10 640	1 18 8	Bill of health.....	4 0	0 14 4
Three stamps for do do	0 720	0 3 2	Certificate of nationality ...	0 400	0 2 2
One stamp for closing register...	0 240	0 1 1	Anchorage. per ton	0 300	0 1 3½
One stamp for permit to sail in ballast or cargo	0 240	0 1 1	Custom-house guards.... per day	1 0	0 3 7
One stamp for opening register to load.....	10 640	1 18 8	Hospital dues per man	0 240	0 1 1
One stamp for closing register with cargo.....	10 640	1 18 8	Writer's fee at the custom-house on each vessel, according to the length of the manifest.	8 0	1 8 8
			Dn. do.	12 0	2 3 0

* * * Average rate of exchange, forty-three pence sterling per current dollar of 800 reis.

N.B.—No vouchers are given by public authorities for any sums paid by shipping.

The only difference which exists between vessels under the flag of this country and British vessels with respect to the charges made on them is, that the national vessels pay 200 reis per ton for anchorage, while British vessels pay 300 reis per ton. The same difference exists between national vessels and the vessels of all other countries.

At the present time there are no advantages enjoyed by national or other foreign vessels from which British vessels are excluded.

Formerly national vessels had the exclusive privilege of engaging in the coasting trade, and no foreign vessel could engage in it. This was, by a decree of the oriental government, done away with during the period when hostilities were being carried on against this city by the Argentine squadron, as foreign vessels could then only be employed in transporting cattle from different parts of the coasts of this republic to this city, then under a rigorous siege.

It is probable, however, that foreign vessels will be deprived of this privilege so soon as the war shall cease.

CHAPTER XVI.

COMMERCIAL LAWS AND TRADE OF PARAGUAY.

FROM the success which has attended the first attempt at opening a direct trade with Paraguay, and from the improved cultivation of that state, we are justified in concluding, that were a termination put to the unnatural and unjust war carried on by Rosas, and to the interruption which he has established to the navigation of the River Plate above Buenos Ayres, civilised nations might carry on a lucrative trade with Paraguay and the interior states of the Argentine Republic. Even the Dictator Francia manifested some desire to establish commercial relations with England. In 1841 Mr. Hughes, a British subject, proceeded with a cargo of merchandise to the port of *Neénbucú, Villa del Pilar*. He was well received by the authorities who succeeded Dr. Francia, and descended the river; having

left a considerable surplus of British manufactures in Paraguay, over the returns of country produce brought down the Plate by him. He was, however, prevented from re-ascending by Rosas.—(See Mr. Hughes' Letter hereafter.)

CUSTOM-HOUSE LAW OF PARAGUAY.

Of Maritime Imports.

ARTICLE 1. All machinery, instruments of agriculture, science and art, all classes of geographic maps are free from duty.

2. Twenty-five per cent will be paid upon raw and spun silk, silk manufactures, net-work and laces, with or without embroidery of gold and silver, and with or without jewels—all clocks and watches—jewellery of silver and gold—and every work of wood.

3. Forty per cent will be paid upon all furniture, mirrors, carriages, saddles, and their appurtenances, ready-made clothing, hats, shoes, ponchos, house-cloths, leathern manufactures, liquors, wines, spirits, vinegar, ale, cyder, tobacco, cigars, and all kinds of perfumery.

4. Three rials per fanega will be paid upon salt.

5. Fifteen per cent will be paid upon all natural productions and manufactures which may not be enumerated in this decree.

6. One rial for each package will be paid upon all articles and manufactures which may enter into deposit, if such deposit does not exceed the term of one month,—beyond this term two rials per month will be paid upon each package.

7. Gold and silver in coin or in bars are free from duty.

8. The ports of entry, established, for the present, by the sovereign congress of this republic, are the Villa del Pilar (Neémbucú) and Itapua.

Of Maritime Exports.

ARTICLE 1. Hides (ox, cow, calf) will pay in full two rials for each hide.

2. Horse hides will pay one rial for each hide.

3. Yerba maté will pay one rial for each arroba. Tobacco will pay four rials for each arroba.

4. All the productions of this republic, not included in the foregoing articles, will pay upon their exportation five per cent upon the current value.

5. All foreign articles and manufactures which may have paid import duties may be re-exported free of duty.

6. Also are excepted for a limited time, those who may prepare the indigo of the country for sale.

7. Those who may prepare twist tobacco according to the manner of Brazil, and snuffs; those who may establish the manufacture of vegetable oils; those who may manufacture flour of Mandioca, as it is prepared in Brazil; those who may preserve and augment the preparation of wines, spirits, and all classes of liquors; those who may establish wholesale factories for the making of sugar and soap; those who may prepare the grain dye of cochineal in the country; those who may establish mills for the cleansing of rice; those who may establish manufactories of pure and white wax, or who may set up hives of bees for the production of honey and wax; those who may discover and establish any other useful invention, and who put it into practice, shall also have the same privilege of freedom from duties in the manner expressed.

8. It is entirely prohibited in all the territory of the republic (as it has been hitherto), to export gold or silver, coined or otherwise, under penalty of confiscation, together with a fine to an amount equal to that which it is intended to export.

9. Goods deposited in bond will pay two per cent *ad valorem* upon their re-exportation.

The Manner of collecting Duties.

ARTICLE 1. The *ad valorem* duties will be fixed upon the current market value of the article, calculated by the collector and two merchants, at the time when the goods may be despatched from the custom-house deposit.

SPANISH AMERICAN REPUBLICS.

2. The merchants alluded to in the preceding article will be named by the collector.
3. In case of reclamation on the part of the importer, or that of the collector, and which may exceed ten per cent, the delegate or commandant, with two merchants newly chosen, will decide without appeal.
4. The arbiters met will not separate until they have pronounced their judgment, which will be carried into execution.
5. These operations will be public, and testimony will be given thereof, when required.
6. The avaluation effected as it is ordered by the first article of this chapter, and signed by the collector and two merchants, will be remitted to the supreme government for its deliberation.
7. From the present year the custom-house duties will be paid one-half in gold or silver currency, and the remainder as at present.
8. All decrees are hereby repealed, which may be in contradiction to this present, which shall be revised every year, for expedient purposes. And that this may reach the knowledge of all, let it be published, and copies affixed in all the customary places; and let testimonies thereof be despatched to all the towns, departments, and parishes of this jurisdiction.—Given in the palace of the supreme government in Assumption, capital of the republic of Paraguay, this thirteenth day of January, one thousand eight hundred and forty-two.

Letter dated Buenos Ayres, 10th February, 1841, from Mr. Hughes

SIR,

In the month of June last year, I made an application to her Britannic Majesty's government, setting forth my desire to visit the province of Paraguay, asking for a recommendatory letter, and a special passport to that effect. I am now in possession of an official despatch, addressed by Lord Palmerston to his Excellency Don Gaspar De Francia, Dictator of Paraguay, requesting, in the name of the British government, my admission into that territory, and soliciting his excellency's good offices in my favour.

Before I take any further steps in the undertaking, it appears to me convenient and requisite to acquaint the government of the Argentine Confederation with my object, and to endeavour to obtain its sanction to the enterprise.

To this end I venture to trespass upon the attention of your excellency, and beg to be permitted to detail my views, and the means which I propose to employ in their attainment.

I purpose to purchase a suitable vessel, and to fit her out in the port of Buenos Ayres, under the British flag, putting on board a general cargo of such articles as are likely to suit the wants of Paraguay; and when ready, to proceed up the River Parana, direct to the port of Neembucu, there to deliver my papers to the authorities, and to await the decision of the government to my application for the admission of my vessel and cargo.

*Assumption, Capital of the Republic of Paraguay,
16th January, 1842.*

We send unto you a passport, duly signed and sealed, returning that which was presented unto us, issued in your favour by the minister secretary of state for foreign affairs of her Britannic Majesty.

We also send unto you three official communications, addressed, the first unto the most excellent minister secretary of state in the department of foreign affairs to her Britannic Majesty, in reply to the official note which his excellency directed through your hands unto our predecessor the deceased dictator; the second unto his excellency the minister plenipotentiary of her Britannic Majesty in Buenos Ayres, requesting his excellency to send forward by the earliest opportunity the above-mentioned despatch to

the foreign office; and the last to his honour the consul-general of her Britannic Majesty in Monte Video.

With this opportunity we repeat unto you the surety which we verbally gave unto you for your mercantile operations in the port of the Villa del Pilar (Neémbeck) and of Itapua, appointed for trade by the sovereign congress of this republic.

We trust you will not forget our especial charge, to signify to his excellency the minister plenipotentiary of her Britannic Majesty in Buenos Ayres, the high appreciation with which we have received the felicitation of his excellency, assuring him of our desire to preserve a pure friendship with her Britannic Majesty and all her people.

God preserve you many years.

CARLOS ANTONIO LOPEZ,
MARIANO ROQUE ALONZO.

To Richard B. Hughes, subject of her Britannic Majesty.

The Consuls of the Republic of Paraguay.—Inasmuch as the British subject Richard B. Hughes, returns to Buenos Ayres conveying official communications to the most excellent minister secretary of state to her Britannic Majesty in the department of foreign affairs, and to his excellency the minister plenipotentiary of her Britannic Majesty in Buenos Ayres, and to his honour the consul-general of her Britannic Majesty in Monte Video.

We hereby command and enjoin all the civil and military authorities of our dependancy, with earnest request and charge to those of other jurisdictions, not to oppose any impediment to him on his journey, without just cause, but rather to afford him all the assistance he may require. To which effect we have issued the present passport, duly signed and sealed in Assumption, capital of the republic of Paraguay, this eighteenth day of January, one thousand eight hundred and forty-two.

(Signed as above.)

The Buenos Ayrean government having refused to allow Mr. Hughes to send a vessel up the Parana for his property, in the following terms in a reply given by Senor Arana to Mr. Mandeville's request:—

"That Mr. Hughes's application could not be listened to—no permissions were granted to go beyond the limits of the province of Buenos Ayres. That the government would not give a licence for Entre Rios, and certainly not for Paraguay. That if he had taken up a larger amount of goods than he could bring returns for, it was no ground whatever upon which he could make a claim for a further licence."

Mr. Mandeville considered Mr. Arana's answer as final and conclusive. Its injustice cannot be too severely condemned.

END OF VOL. III.

